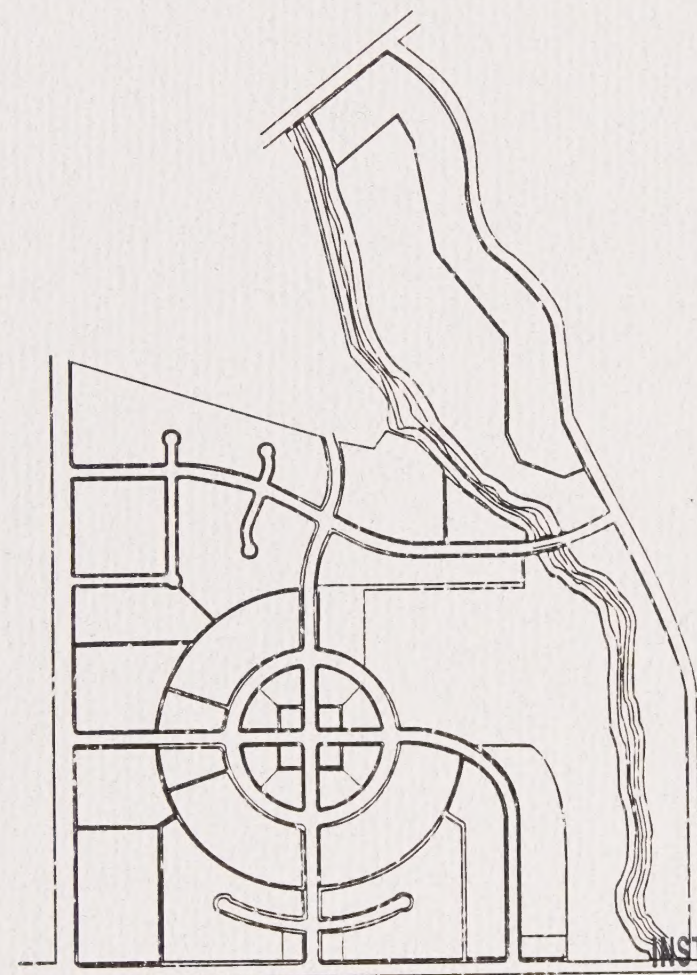


Northeast Hollister Area Plan Final

March 1996



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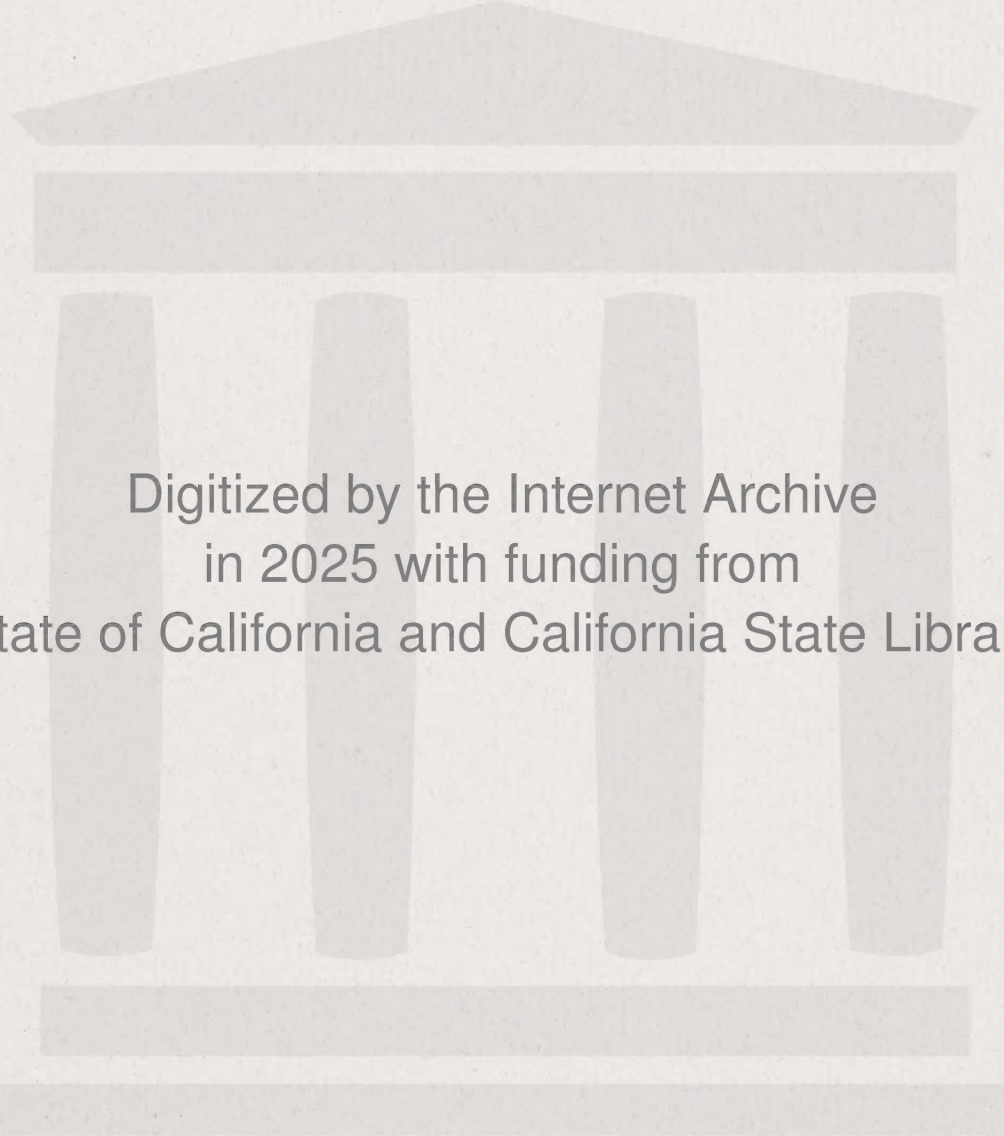
City of Hollister

MAR 11 1997

UNIVERSITY OF CALIFORNIA

Adopted by:
City Council of the City of Hollister
(Date)

Resolution No. ____



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Acknowledgments

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Executive Summary

Area Plan Location

The general plan provides for area plans within the city and related areas surrounding the city. It specifically provides for an area plan in the northeast portion of the city (a.k.a. Northeast Hollister Area Plan). This area is defined by several major roadways including Highway 156 on the west; the Memorial Drive Extension on the east; Fallon Road on the north; and McCloskey Road on the south. Santa Ana Creek bisects the eastern portion of this area.

There are approximately 696 acres within this area. Of this, approximately 69 acres are inside the city limits and approximately 127 acres are inside the city's sphere-of-influence. The remaining 500 acres are outside the city limits and city's sphere-of-influence.

Area Plan Land Uses

Proposed land uses are limited to light industrial, industrial business park, general commercial, administrative and professional office, as well as open space, parks and recreation facilities. Proposed land uses are illustrated in Figure A.

Area Plan's Relationship with General Plan

In relation to the general plan, the area plan will result in an ~~an~~ minor increase in industrial (329 acres or ~~8.5~~ 21.5 percent increase), commercial (41 acres or approximately ~~8.08~~ percent increase) and office (64 acres or approximately 23.0 percent increase) land uses and will result in a major increase in the open space, parks and recreation (225 acres or ~~400~~ 230 percent increase) land uses. Table A at the end of the executive summary illustrates this relationship.

Historical Perspective on Development

Over time, the city has developed four distinct activity zones, as opposed to growing concentrically. Activity zones are areas where activity-generating uses are grouped together. The most significant activity zone is in the downtown commercial area where commercial uses, civic uses, and parks come together. The diversity of the downtown commercial area has decreased in the recent past, as large industrial and commercial uses have dispersed to other areas of the city, resulting in the creation of several other activity zones.

A second activity zone is in the northern end of the city, near the airport, and is industrial in nature. Industrial uses have been established around the large public

use of the airport. In addition, a number of smaller support commercial uses occur in this area. This activity zone includes the area plan study area.

A third activity zone has recently evolved in the southern end of the city, and is retail commercial in nature. Recent approval and construction of large retail commercial users (i.e., KMart) are setting a precedent for additional retail commercial uses to locate in this area.

A fourth activity zone, although much smaller, occurs in the western end of the city, along Highway 156 (San Juan-Hollister Road). This activity zone is characterized by retail commercial uses, medical offices, and public facilities.

The area plan builds on the activity zone that already exists in the northern end of the city. The area plan builds upon the industrial precedent established in this activity zone and provides a unique opportunity for the community by providing an industrial business park to capture a portion of the market from Gilroy, Morgan Hill, and San Jose over the next 20 years. By providing a unique industrial business park environment, it is anticipated that employees currently commuting to other areas will have an opportunity to stay within the community, thereby improving the current jobs to housing imbalance and creating a more economically self-sufficient community.

This area plan was prepared at the request of Mr. Chuck Filice of Denise and Filice Packing, on behalf of a group of property owners located within the northeast portion of the city's planning area. Mr. Filice is a majority property owner in this area.

The property owners feel that this area is a logical growth area for the city and presents the city with options for future industrial, commercial, and recreational growth that were not considered when the general plan update process commenced. This is supported by the parks and recreation master plan ([Figure 4](#)), which indicates that this area is in the path of future growth (The Planning Collaborative, 1989).

Area Plan Benefits

The implementation of the area plan will have many benefits for the city. These include:

- Provide the city with direction for land use transition between the residential areas south of McCloskey Road and the industrial uses north of Fallon Road.
- Provide the city with overall land use planning that has local and regional significance.
- Provide the city with overall circulation planning that has local and regional significance including:
 - ◊ **Shelton Drive Extension.** Provide for the Shelton Drive Extension between Shelton Business Park and McCloskey Road.
 - ◊ **Memorial Drive Extension.** Provide for the Memorial Drive Extension between Fallon Road and McCloskey Road.



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- ◊ **Flynn Road Extension.** Provide for the Flynn Road Extension between Highway 156 and the Memorial Drive Extension.
- ◊ **Santa Ana Creek Recreation Trail.** Provide for the northerly portion of the designated regional trail between McCloskey Road and Fallon Road along Santa Ana Creek.
- Provide the city with unique opportunities for future “high-tech” industrial, commercial, and recreational land uses in close proximity to the airport with associated employment opportunities and revenues.
- Provide the city with land uses that are compatible with the airport.
- Provide the city with additional park and recreation opportunities through the golf course, linear park, and regional trail, all located along Santa Ana Creek. This includes approximately 225 acres of additional park, recreation, and open space uses. This is 384 230 percent more than the amount identified in the general plan.
- Provide the city with a regional trail for recreational and commuter purposes along Santa Ana Creek.
- Provide adequate public services for future development including wastewater, water, storm drainage, and roadways. Future development would be required to connect to wastewater infrastructure and would replace existing septic systems. The city has noted that continued use of septic systems will cause degradation of the local water quality.
- Provide the city with opportunities for lower-cost flood control measures by locating a golf course adjacent to the Santa Ana Creek. The golf course has been located in the designated floodplain and may incorporate detention basins to reduce or eliminate the floodplain in future development areas. This may also reduce the need for costly downstream improvements to Santa Ana Creek and San Felipe Lake.

The policies and implementation programs included in this area plan have been assembled and included in Appendix A.

TABLE A
General Plan and Area Plan Land Use Acreages

Land Use	General Plan ¹	Area Plan ²	Totals	Percent Increase
Residential	8,610	0	8,610	0.0%
Office	280	64	344	22.9%
Commercial	525	41 ³	566	7.8%
Medical/Dental	15	0	15	0.0%
Industrial	3,865	329	4,194	8.5%
Open Space, Parks, and Recreation	79	225	304	384.8%
Transit Terminal	15	0	15	0.0%
Airport	340	0	340	0.0%
Totals	13,729	659	14,338	4.4%

Land Use	General Plan ¹	Area Plan ²	Totals	Percent Increase
Residential	6,071	0	6,071	0.0%
Office	283	64	347	22.6%
Commercial	467	41 ³	508	8.8%
Medical/Dental	11	0	11	0.0%
Industrial	1,533	329	1,862	21.5%
Open Space, Parks, and Recreation	98	225*	323	230.0%
Transit Terminal	15	0	15	0.0%
Airport	335	0	335	0.0%
Totals	8,813	659	9,472	7.5%

¹ This acreage represents total acreage within the city's planning area.

² This acreage does not include approximately 37 acres proposed for major internal roadways. With the additional acreage the total area is 696 acres, which includes 69 acres already within the city limits and 127 acres already within the city's sphere of influence.

³ This includes 30 acres with a dual designation of Light Industrial and General Commercial.

* Includes the 160-acre public/quasi-public golf course. Without the golf course, the percent increase is 66%.

Source: Hollister General Plan Update and EMC Planning Group Inc.

1.0 Introduction

The Northeast Hollister Area Plan (hereinafter "area plan") defines future development potential within the northeast portion of the city's planning area ~~concurrently with the update of the Hollister General Plan (hereinafter "general plan")~~.

This area plan was prepared at the request of Mr. Chuck Filice of Denise and Filice Packing, on behalf of a group of property owners located within the northeast portion of the city's planning area. Mr. Filice is a majority property owner in this area.

The property owners feel that this area is a logical growth area for the city and presents the city with options for future industrial, commercial, and recreation growth that were not considered when the general plan update process commenced. This is supported by the parks and recreation master plan (Figure 4), which indicates that this area is in the path of future growth (The Planning Collaborative, 1989). The area plan was initiated by the property owners and was prepared under the direction of the city, separate, but concurrent with the general plan update process.

This section includes a discussion of the definition, purpose, and organization of the area plan, relationship of the area plan to the general plan, and the relationship of the area plan to the city's sphere-of-influence boundary.

1.1 Definition, Purpose and Organization of Area Plan

1.1.1 Definition of the Area Plan

The general plan calls for the adoption of certain area plans to address local concerns in additional detail. The general plan defines an area plan as follows:

An area plan is a specialized plan which would address a particular region or community within the Hollister Planning Area. Such plans would refine the policies of the Hollister General Plan as they apply to a smaller area, and would be implemented by local ordinances such as those regulating land use. Area plans are focused planning policy documents that become part of (and must be internally consistent with) the Hollister General Plan.

The minimum contents of an area plan are not defined by state law. However, the general plan provides guidance regarding the contents of an area plan:

Hollister may allow area plans to be developed for any portion of the [Hollister] Planning Area which shall consist of a statement or statements of policies for development, and which shall also include a diagram or diagrams and text containing planning objectives, principles,

general development standards and plan proposals. Area plans shall contain the following:

- a. A land use section which designates the proposed general distribution, general location and extent of uses of the land for housing, business, industry, open space, agriculture, natural resources, recreation, education, public [facilities] and grounds, waste disposal facilities, and any other category of public or private uses of land. The land use element shall also include building intensity (such as floor area ratio), population intensity, residential density, and area subject to flooding.
- b. A land use diagram or map illustrating the distribution of land uses proposed for the area consistent with the land use designations of the general plan or land use designations which may be particular to the area.
- c. A circulation section consisting of text and diagrams which describe the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities (such as storm drainage facilities, sewer transmission lines, and proposed sewer treatment), all correlated with the land use element.
- d. A housing section which addresses the consistency of the area plan with the city's existing housing element.
- e. An open space/conservation section which provides policies addressing the conservation of natural resources such as (but not limited to) plant and animal life, wildlife species, rivers, streams, and watershed areas. The open space/conservation element shall also include provisions for areas used for agriculture, outdoor recreation and lands suitable for park and recreation purposes.
- f. A noise section which appraises and quantifies (to the extent practicable) current and projected noise levels expected as a result of the land uses proposed in the area plan.
- g. A safety section which analyzes the proposed area plan in relationship to seismic safety, evacuation routes, police and fire protection.
- h. An infrastructure section consisting of text and diagrams which describe the general location, capacities and service areas of existing and proposed public service infrastructure (such as sanitary sewer collection and treatment, water production and distribution, and storm drainage facilities) all correlated with the land use section.

The area plan may also address other subjects which relate to the physical development of the area. The area plan shall comply with the provisions of the California Environmental Quality Act. (Policy II.E.3)

The general plan identified this particular area plan as follows:

~~An area east of San Felipe Road and north of McCloskey Road has been identified as the subject of a forthcoming area plan. It comprises approximately 600 acres, and is generally bounded by Fallon Road on the north and, along the easterly boundary of assessor's parcel 014-120-20 and 014-120-12, all of assessor's parcel 019-050-011 and the westerly 500 feet of assessor's parcel 019-060-001, McCloskey Road on the south and San Felipe Road (State Highway 156) on the west. Land use designations proposed to be applied within this area plan are limited to Light Industrial (LI), Industrial Business Park (IBP), General Commercial (GC), Administrative and Professional Office (APO), Open Space/Conservation (O/C) and Open Space/Parks (O/P).~~

An area east of San Felipe Road and north of McCloskey Road has been identified as appropriate for a more detailed area plan. The area plan is designated on the General Plan Map as the "Northeast Hollister Area Plan." It comprises approximately 600+ acres and is generally bounded by Fallon Road on the north and along the easterly boundary of Assessor's Parcel 014-120-20 and 014-120-12, all of Assessor's Parcel 019-050-011 and the westerly 500 feet of Assessor's Parcel 019-060-001, McCloskey on the south and San Felipe Road on the west.

Land uses in the area plan shall be limited to light industrial, industrial business park, general commercial, administrative and professional office, open space/parks and recreational facilities.

An area plan shall be prepared and adopted prior to significant new development occurring within the plan area. The area plan shall include all the elements as required in policy 3a. through h. and shall specifically address conversion of prime agricultural land, flood control measures necessary to permit development within the 100 year floodplain, transportation system improvements and the provision of necessary infrastructure to support development.

The area plan shall be subject to the review and approval by the City Council, after review and recommendation by the Planning Commission. It shall be accompanied by a Program Environmental Impact Report consistent with the California Environmental Quality Act to address relevant environmental concerns. If the area plan is not approved the land uses will revert to Agricultural Preserve (AP) and Light Industrial (LI).

No new development shall be permitted in the Northeast Hollister Area Plan area until the area plan is adopted with the following exceptions:

- Additions, alterations, or replacement of existing buildings or uses conforming to the Hollister Zoning Ordinance;
- Infill development on existing lots presently zoned industrial within the city limits.

Any such additions, substantial alterations replacement or new development shall be subject to review by the City Planning Commission. In considering approval, the Planning Commission must find that the project complies with applicable zoning provisions, is compatible with adjacent existing development and that the project will not affect the orderly development within the area plan area.

1.1.2 Purpose of the Area Plan

The purpose of the area plan is to refine the existing policies and programs, while maintaining internal consistency with the general plan. The area plan will direct land use and zoning decisions for this area, but will be implemented by the small local ordinances governing the general plan.

1.1.3 Organization of the Area Plan

The area plan must contain the same seven mandatory elements that are required in a general plan:

- The **land use element**, which designates the distribution and intensity of public and private land uses;
- The **circulation element**, which identifies the location and extent of existing and proposed major transportation routes, terminals, and other public utilities and facilities;
- The **housing element**, which provides a comprehensive assessment of current and projected housing needs and the policies and programs to provide adequate housing;
- The **conservation element**, which addresses the conservation, development, and use of natural resources;
- The **open space element**, which provides plans and programs for preserving open space for natural resources, outdoor recreation, agriculture, and other managed production, public health and safety;
- The **noise element**, which identifies and evaluates noise problems to provide the basis for land distribution; and

- The **safety element**, which establishes policies and programs to protect the community from the risks associated with geologic, flood, and fire hazards.

Each of the seven mandatory elements addressed in the area plan are closely related to one another, thus they are not addressed separately. Instead, they are addressed under six general topic headings. Table 1 presents the location of information related to the seven mandatory elements within the area plan.

TABLE 1
Location of Mandatory Elements

Mandatory Elements	Section					
	3.0	4.0	5.0	6.0	7.0	8.0
Land Use	P	P	P	P	P	S
Circulation	S				P	
Housing	S		P			
Conservation	S	P				
Open Space	S	P				
Noise		P				
Safety		P				P

P=Primary Discussion S=Secondary Discussion

Source: EMC Planning Group Inc.

Section 3.0 discusses urban development and design. Section 4.0 discusses the natural environment. Section 5.0 discusses residential development (or lack thereof). Section 6.0 discusses economic development. Section 7.0 discusses transportation issues. Section 8.0 discusses public service issues. Each section contains a discussion of the existing setting, projections based on the area plan, issues resulting from these projections, goals to address these issues, policies to achieve the goals, and a list of implementation programs to implement the policies. For purposes of this area plan:

- A **goal** is an ideal future end, condition, or state related to the public health, safety, or general welfare toward which policies and programs are directed. Goals set a direction and provide an expression of values, but goals are not generally quantifiable, time-dependent, or suggestive of the future actions required for goal achievement.
- A **policy** is a specific statement that guides decision-making. Policies are based on goals and an analysis of data related to the environmental, social, economic, and political conditions of the area. Policy statements indicate a clear commitment on the part of the city to meet the goals stated in the area

plan, and are designed to be clear and unambiguous. They provide a reference or a standard.

- An **implementation program** implies or identifies an action which may be taken to carry out the policies established in the area plan.

1.2 Relationship of Area Plan to General Plan

The general plan is designed to provide the basis for rational decision-making regarding long-term development within the city. It is intended to address a range of issues that are associated with development including physical, economic, and social concerns and provide appropriate policy direction to those in the development process.

After adoption of the general plan, the city may also adopt area plans to address local concerns in additional detail. The general plan and area plan are not static documents. They are based on assumptions and analyses regarding physical, economic and social conditions, which may be subject to change over time. They must be reviewed on a regular basis, and updated to reflect new information as it becomes available.

The general plan includes total acreage for each land use identified in the general plan. The general plan and area plan land use acreages are compared in Table 2.

The area plan responds to projections of employment growth contained within the general plan. The employment sectors projected for the highest growth percentages are services, retail, government, manufacturing, and agricultural processing (i.e., canning, etc.). The area plan contains land use designations designed to accommodate these types of land uses, which are anticipated to have the highest growth percentages during the planning period for the general plan.

1.2.1 General Plan Land Use Designations

~~The general plan has applied two land use designation to this area: Agricultural Preserve and Light Industrial along Highway 156. Upon adoption of the area plan, these two land use designations will be replaced with the land uses set forth in the area plan.~~

The general plan has designated the area as the "Northeast Hollister Area Plan". Upon adoption of the area plan, this designation will be replaced with the land uses set forth in the area plan.

TABLE 2

General Plan and Area Plan Land Use Acreages

Land Use	General Plan ¹	Area Plan ²	Totals	Percent Increase
Residential	8,610	0	8,610	0.0%
Office	280	64	344	22.9%
Commercial	525	41 ³	566	7.8%
Medical/Dental	15	0	15	0.0%
Industrial	3,865	329	4,194	8.5%
Open Space, Parks and Recreation	79	225	304	384.8%
Transit Terminal	15	0	15	0.0%
Airport	340	0	340	0.0%
Totals	13,729	659	14,338	4.4%

Land Use	General Plan ¹	Area Plan ²	Totals	Percent Increase
Residential	6,071	0	6,071	0.0%
Office	283	64	347	22.6%
Commercial	467	41 ³	508	8.8%
Medical/Dental	11	0	11	0.0%
Industrial	1,533	329	1,862	21.5%
Open Space, Parks, and Recreation	98	225*	323	230.0%
Transit Terminal	15	0	15	0.0%
Airport	335	0	335	0.0%
Totals	8,813	659	9,472	7.5%

¹ This acreage represents total acreage within the city's planning area.

² This acreage does not include approximately 37 acres proposed for major internal roadways. With the additional acreage the total area is 696 acres, which includes 69 acres already within the city limits and 127 acres already within the city's sphere-of-influence.

* Includes the 160-acre public/quasi-public golf course. Without the golf course, the percent increase is 66%.

Source: Hollister General Plan Update and EMC Planning Group Inc.

1.2.2 General Plan Policies

The following general plan policies have been found to be applicable to the area plan:

Urban Development and Design

- Hollister shall limit future development to that which can be supported by the necessary water supply, infrastructure and other services. (Policy II.E.1)
- Hollister shall require new development to meet performance standards to ensure that the character and quality of life in the city will be maintained. (Policy II.E.2)
- That the proposed development will not result in the filling of any wetland areas under jurisdiction of the U.S. Army Corps of Engineers, and that protective buffers be provided adjacent to wetlands and along all creeks, including Santa Ana Creek and the San Benito River, in the Hollister Planning Area, as recommended by the California Department of Fish and Game (DFG). Roads, buildings, or yards should not be permitted within the buffer and pedestrian trails should not be located within the vegetated riparian communities. The actual extent, width or improvement of the buffer mitigation shall be subject to review and consultation between the city, the project developer and DFG. (Policy II.E.2 p)
- Hollister may allow area plans to be developed for any portion of areas designated as appropriate in the planning area which shall consist of a statement or statements of policies for development, and which shall also include a diagram or diagrams and text containing planning objectives, principles, general development standards and plan proposals. (Policy II.E.3)
- Hollister shall pursue an improved balance between residential and non-residential development giving priority to non-residential development. (Policy II.E.5)
- Hollister shall monitor the local jobs/housing balance in an effort to attain and maintain the desired balance between the number of local jobs and the number of available housing units within the Hollister Planning Area. (Policy II.E.6)
- Hollister shall, through its implementation of local ordinances, including the Growth Management Program, direct future urban growth to occur primarily within those portions of the Hollister Planning Area which are already urbanized through infill and contiguous development, rather than encourage the expansion of new development into agricultural lands, until the portions of the Hollister Planning Area designated for urban uses are substantially fully built-out. (Policy II.E.8)
- Hollister shall use parks and open space, agricultural land, street trees, and other community design features to maintain the "small town" atmosphere and visual quality of the city. (Policy II.E.9 13)

Natural Environment

- Hollister shall require specialized surveys for special status species for those projects which have been proposed which contain suitable habitat for such species. All surveys should take place during appropriate seasons to determine nesting or breeding occurrences. (Policy III.E.58)
- Hollister shall require developers to assure the provision of compensatory habitat, habitat enhancement or habitat protection if impacts to sensitive species which could result from proposed development cannot be avoided. (Policy III.E.59)
- Hollister shall require those development projects which involve the unavoidable loss of riparian areas to replace any such loss on-site or in immediately adjacent off-site areas along the river-stream corridor, and shall require project sponsors to develop re-vegetation plans which offset losses of biotic values, in coordination with the recommendations of the California Department of Fish and Game and the U.S. Army Corps of Engineers.

Economic Development

- Hollister shall encourage mixed-use development in which limited commercial uses are an integral part of residential projects and business parks, under appropriate conditions. (Policy V.E.10)

Transportation

- Hollister shall require that any proposal for an amendment to the General Plan, preparation of an Area Plan or Specific Plan, include an update to the City Traffic Model to determine that the traffic service levels meet General Plan policies for development of new growth areas. (Policy VI.E.8)
- Hollister shall, in coordination with San Benito County, San Benito County Council of Governments, and Caltrans, encourage the development and maintenance of bicycle routes that will provide safe, direct access to major public facilities, schools, and employment centers. (Policy VI.E.12 18)
- Hollister shall encourage compatible industrial and business park development in the vicinity of the Hollister Municipal Airport. (Policy VI.E.19 25)

Public Services and Facilities

- Hollister shall ensure that future growth does not exceed the capabilities/capacity of local public services such as wastewater collection and treatment, fire and police protection, maintenance of streets and roads, local school systems, parks and recreation facilities, and land fill capacity. Only those development applications that have identified the impact which the proposed development would have on the provision of public services, and that will mitigate these impacts so that local public services can be maintained at an acceptable level, shall be approved. (Policy VII.E.3)
- Hollister shall require the preparation of infrastructure master plans in areas outside the designated Urban Service Area as a prerequisite to annexation. Such plans shall contain, but not be limited to, plans for sewer services, storm

drainage, traffic circulation, recreation facilities and funding alternatives for police and fire service.

- Hollister shall encourage development in those portions of the Hollister Planning Area which are already served by sanitary sewers or to which sewers can reasonably be extended. (Policy VII.E.4 5)
- Hollister shall ensure that development does not exceed the capacity of the local wastewater treatment facilities. (Policy VII.E.5 6)
- Hollister shall reserve sanitary sewerage capacity for future commercial and industrial uses. (Policy VII.E.6 7)
- Hollister shall require those proposing development outside of the service areas of the Airport or Santa Ana sewer systems to develop plans for, to finance and to install the sewer facilities required to serve the proposed development. (Policy VII.E.9)
- Hollister shall encourage development in those portions of the Hollister Planning Area which are already served by the local water supply systems or to which water supply systems can reasonably be extended. (Policy VII.E.7 10)
- Hollister shall ensure that development does not exceed the capacity of the local water supply systems. (Policy VII.E.8 11)
- Hollister shall encourage development which incorporates water conservation features in structures and landscaping. (Policy VII.E.9 12)
- Hollister shall ensure that development provides the drainage improvements necessary to accommodate peak flows. (Policy VII.E.10 24)
- Hollister shall provide for high-quality neighborhood and community parks to meet the recreational, open space, leisure, and play needs and desires of existing and future residents. (Policy VII.E.11 32)
- Hollister shall ensure an equitable distribution of parks and recreation facilities throughout the city. (Policy VII.E.12 33)
- Hollister shall provide a network of interconnected trails and bikeways linking parks, schools, commercial areas, work areas, and scenic open space areas. (Policy VII.E.15 36)
- Hollister shall provide for an interconnected bike trail as a minimum from Best Road/John Smith Road to the Hollister Airport North. (Policy VII.E.16 37)

In general, the area plan is consistent with these policies, and therefore with the direction and intent of the general plan.

1.3 Relationship of Area Plan to the Sphere of Influence

The San Benito County Local Agency Formation Commission (hereinafter "local agency formation commission") is responsible for adopting a sphere of influence for each local agency in the county. The city's sphere of influence encompasses all

incorporated and unincorporated territory that is within the city's ultimate physical boundaries and service area. The existing city limits are expected to ultimately expand to the city's sphere of influence boundary through annexation of land to the city.

The city's existing sphere of influence boundary is east of and parallel to Highway 156. The approximately 127 acres contain existing industrial and commercial development. Figures 6 and 8 (Section 3.0) illustrate the location of the existing and proposed sphere of influence boundary.

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2.0 Area Plan Overview

This section includes an overview of the area plan including area plan location, concept and phasing. The area plan becomes effective only after it has been adopted and implemented. With this in mind, the area plan has been designed to accommodate changes in future market trends as they develop, imparting flexibility into the planning process without compromising either the area plan or the implementation of the area plan.

2.1 Area Plan Location

2.1.1 Regional Location

This area is located at the junction of the San Juan and Hollister Valleys in San Benito County. San Benito County (hereinafter "county") is located approximately 90 miles south of San Francisco, 30 miles south of San Jose, and approximately 30 miles east of the Monterey Bay Area. The county is approximately 70 miles long, 20 miles wide, and is characterized by fairly rugged terrain over much of its area.

This area is located in the northeastern portion of Hollister. Hollister (hereinafter "city") is the county's largest city and the county seat, with the center of the county's agricultural, industrial, and business activities. This area is located partially within, and immediately adjacent to the existing city limits. Approximately 69 acres are within the city limits and approximately 627 acres are immediately adjacent to the city limits. Of this 627 acres, approximately 127 acres are within the city's sphere of influence boundary. The regional location is illustrated in Figure 1.

2.1.2 Area Plan Location

This area is defined by several major roadways including Highway 156 on the west; Memorial Drive Extension on the east; Fallon Road on the north; and McCloskey Road on the south. Santa Ana Creek bisects the eastern portion of this area. This area is illustrated in Figure 2.

The city has been instrumental in the identification of the area plan boundaries. In 1993, during the general plan update process, a larger area was requested to be included in the general plan. The city determined that the general plan update process was too far along to include this request in the general plan, but agreed that this area should be considered in the general plan update process. Therefore, the city agreed to the preparation of this area plan, separate, but concurrent with the general plan update process. At that time, the city determined the appropriate and logical boundaries for this area. Through this determination, the area between Santa Ana Creek and the Memorial Drive Extension was added to the area plan.

There are approximately 696 acres within this area. Of this, approximately 69 acres are inside the city limits and approximately 127 acres are inside the city's sphere of

influence boundary. The remaining 500 acres are outside of the city limits and city's sphere of influence boundary. The portion of this area inside the city limits, as well as a couple of small unincorporated islands surrounded by city limits, contains existing development with a range of industrial and commercial land uses.

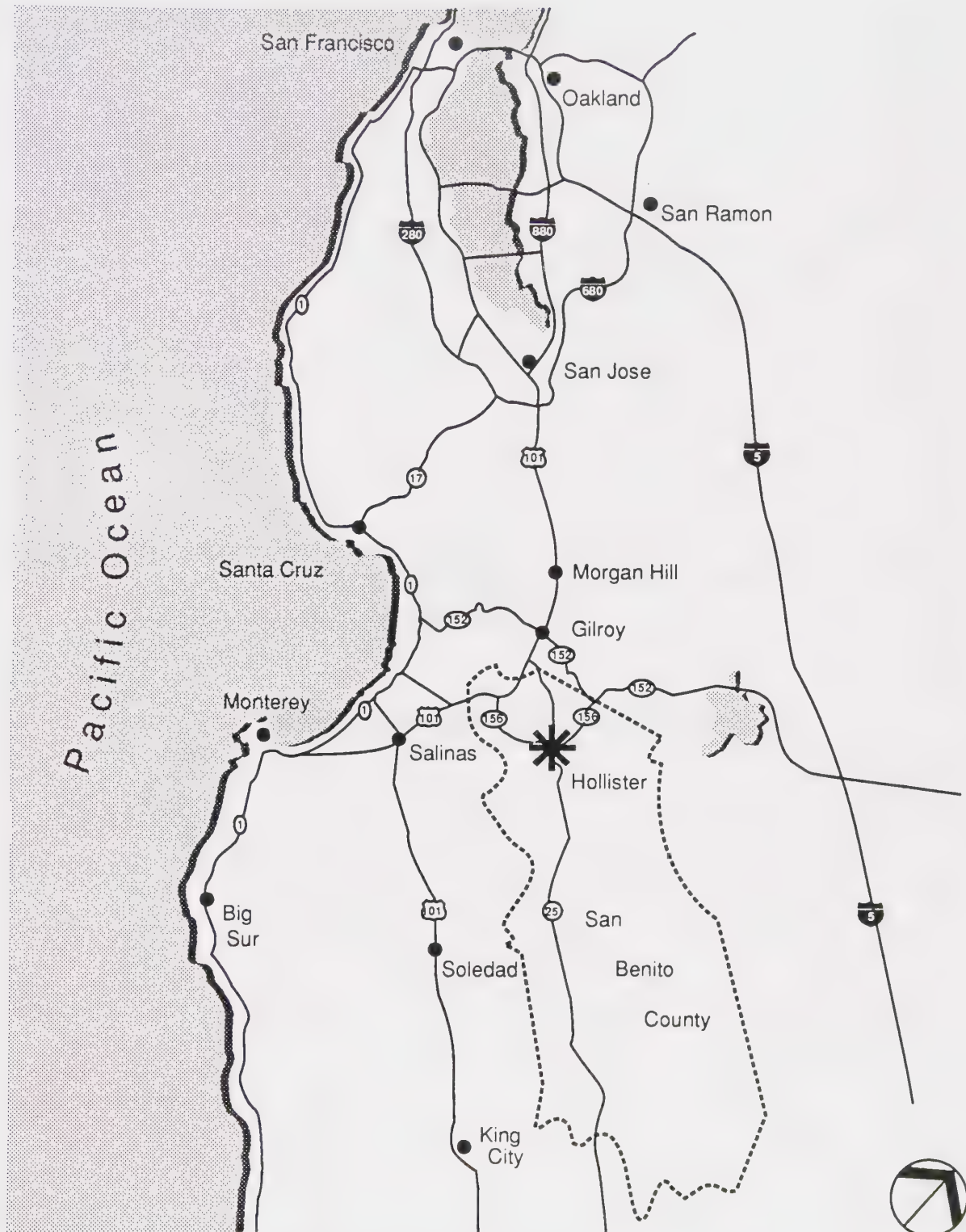
2.2 Area Plan Property Ownership

The properties, property ownership, and property acreages for this area are presented in Appendix B. Table 3 presents a summary of the property ownership, acreages, and percentages.

TABLE 3
Property Ownership Summary

Property Owner	Acreage	Percentage
Filice	328.39	47.18
Christopher	133.65	19.20
Pat-Veg, Inc.	87.00	12.50
Hawkins	25.28	3.63
HIC Associates	24.26	3.49
Didday	23.72	3.41
Raymond Production Systems Corp.	15.30	2.20
Gimelli	13.58	1.95
Verissimo	10.90	1.57
Schuyler	10.37	1.49
Lomanto	9.00	1.29
Marshall Family Trust	8.13	1.17
Carrier Tool, Inc.	1.55	0.22
Hyun	1.03	0.15
Perez	1.03	0.15
Harlan	1.00	0.14
Dassell	0.72	0.10
Gaetani	0.57	0.08
San Felipe Factory Site Trust	0.52	0.08
Totals	696.00	100.00

Source: Chicago Title Insurance Company and EMC Planning Group Inc.



Source: California State Automobile Association and EMC Planning Group Inc.



No Scale

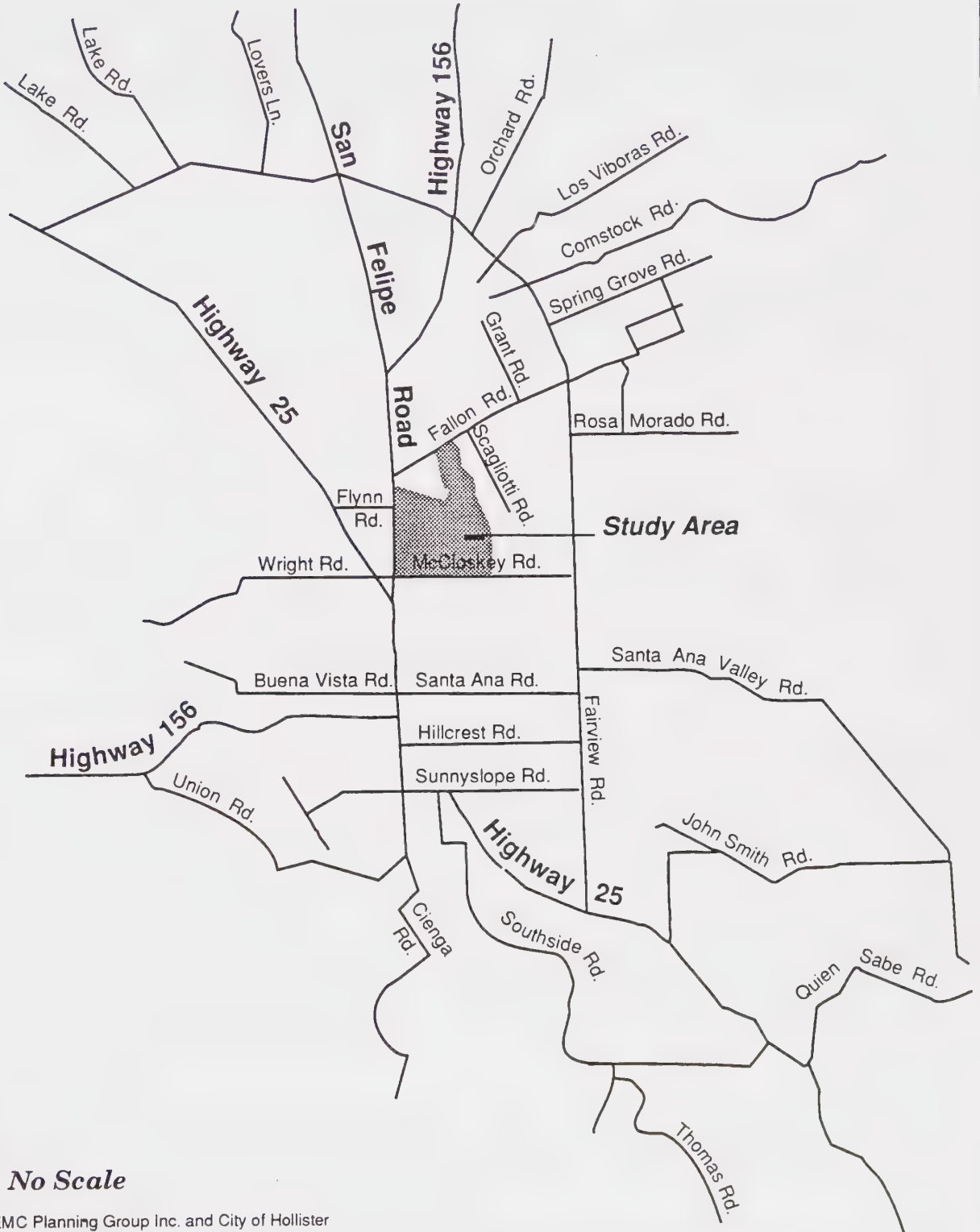


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Northeast Hollister Area Plan Regional Location

Figure
1

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No Scale

Source: EMC Planning Group Inc. and City of Hollister



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Northeast Hollister Area Plan Project Location

Figure
2

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As stated previously, the portion of this area inside the city limits contains existing development. Most of the existing development is located adjacent to Highway 156, Fallon Road, and McCloskey Road. Existing land uses include light industrial, heavy commercial, visitor-serving commercial, rural residential, public/quasi-public, and agricultural land uses and are illustrated in Figure 3.

2.3 Area Plan Surrounding Land Uses

The major land uses surrounding this area include industrial uses to the west; industrial and agricultural uses to the north; agricultural uses to the east; and industrial and agricultural uses to the south. The Hollister Municipal Airport (hereinafter "airport") is located northwest of this area and west of Highway 156.

2.4 Area Plan Concept

An extensive planning effort was undertaken by the city, property owners, consultants, and others involved in preparing this area plan including the identification of environmental resources and constraints and the development of various alternative area plan concepts. The following discussion focuses on the preferred area plan concept resulting from this effort.

2.4.1 Area Plan Concept

The area plan concept was developed to maintain flexibility in providing for future industrial and commercial development, as well as high technology communications and the potential for employment education and training in a business atmosphere. The area plan concept envisions a campus-like working environment that will enhance business' ability to operate efficiently.

This area is proposed to contain an industrial business park integrated with a regulation-length public or quasi-public golf course located adjacent to Santa Ana Creek. The golf course has been located in an area with the greatest environmental resources and constraints and will result in preservation of the creek corridor and views from this area. A commercial core area will provide support commercial uses, including the golf course clubhouse.

Four major roadways are proposed in this area. The two major north-south roadways include a Shelton Drive Extension between the Shelton Business Park and McCloskey Road and the Memorial Drive Extension between Fallon Road and McCloskey Road. The two major west-east roadways include the Flynn Road Extension between Highway 156 and the Memorial Drive Extension and a primary entrance roadway from Highway 156. The primary entrance roadway is proposed from Highway 156 on the west with a curve toward the south to McCloskey Road. The alignment of the primary entrance roadway is planned to focus directly onto

views of Santa Ana Creek in the foreground and the Diablo Mountain Range in the background. The major roadways will provide a cohesive structure and hierarchy to the industrial business park and are envisioned to be wide, landscaped boulevards.

The area plan also contains an interconnected network of bicycle and pedestrian trails which link the industrial business park, commercial core area, the golf course, and a regional trail along Santa Ana Creek.

The proposed land use designations are based on those defined in the general plan:

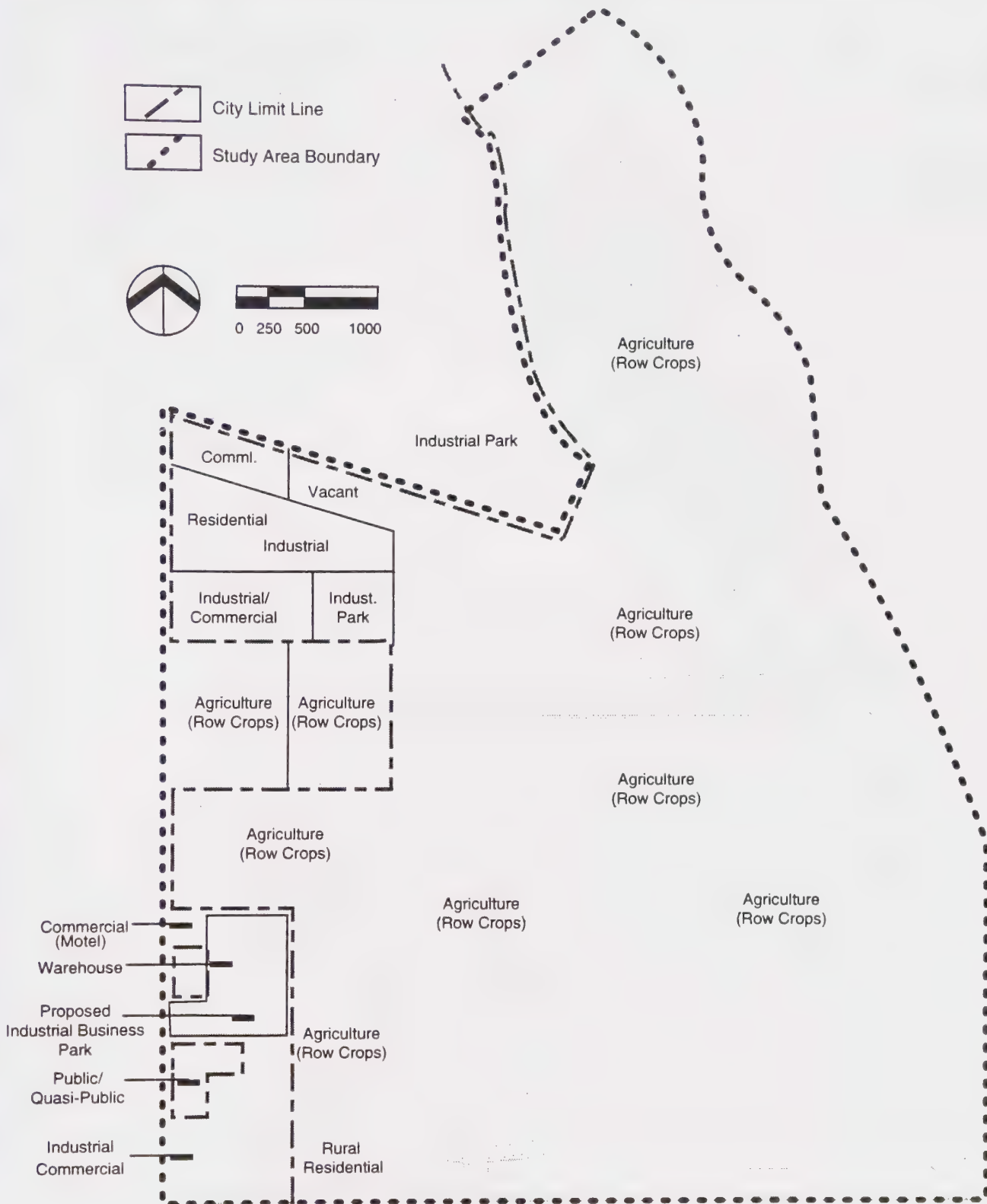
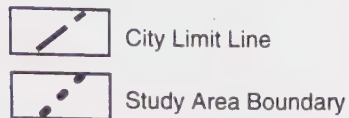
- Industrial Business Park (IBP);
- Light Industrial (LI);
- General Commercial (GC);
- Administrative and Professional Offices (APO);
- Public/Institutional (P/I); and
- Open Space/Parks (O/P).

The land use designations are illustrated in Figure 4. The land use designations, acreages, and percentages are summarized in Table 4. The following is a discussion of each of the land use designations.

Industrial Uses

Both industrial business park uses and light industrial uses are included in the area plan. The industrial business park is located adjacent to existing and planned industrial land uses, as well as near the airport to take advantage of the airport operations.

The industrial business park is located around a golf course and a commercial core area and is envisioned to accommodate fiber optic communications. This communications will provide supplemental linkage to the business world, not only by air and ground transport, but by electronics, computers, and telecommunications. As a result of recent advancements in electronics, computers, and telecommunications, the world is rapidly becoming a global community. Fiber optic communications will allow telephone, television, and computer connections to a wide variety of services and would greatly enhance opportunities for businesses locating within this area.



Source: EMC Planning Group Inc.















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Northeast Hollister Area Plan Existing Land Use

Figure
3

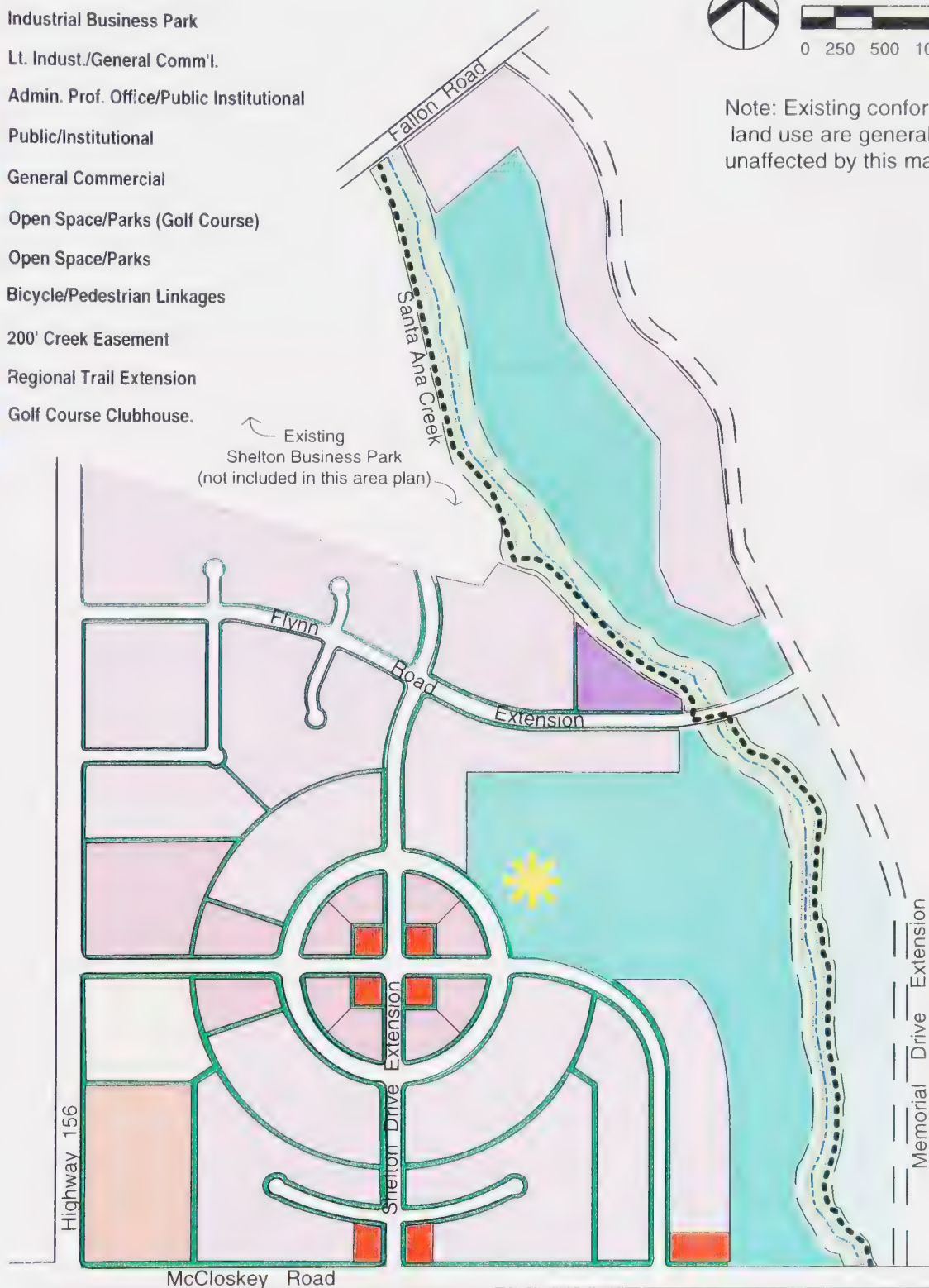
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-  Administrative/ Prof. Office
-  Industrial Business Park
-  Lt. Indust./General Comm'l.
-  Admin. Prof. Office/Public Institutional
-  Public/Institutional
-  General Commercial
-  Open Space/Parks (Golf Course)
-  Open Space/Parks
-  Bicycle/Pedestrian Linkages
-  200' Creek Easement
-  Regional Trail Extension
-  Golf Course Clubhouse.



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Note: Existing conforming land use are generally unaffected by this map.



Source: EMC Planning Group Inc.



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Northeast Hollister Area Plan Proposed Land Use

Figure
4

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TABLE 4
Area Plan Concept Summary

Land Use Designation	Acreage	Percentage
Major Roadways	37	5%
Industrial Business Park (IBP) ¹	329	48%
General Commercial (GC) ²	11	2%
Light Industrial and General Commercial (LI/GC)	30	4%
Administrative and Professional Office (APO)	64	9%
Open Space/Parks (OS/P) ³	225	32%
Totals⁴	696	100%

- 1 Includes approximately six acres planned for a batch sewer treatment plant and designated as Public/Institutional (P/I).
- 2 Excludes recreation-related commercial uses such as the 160-acre golf course.
- 3 Includes 160-acre golf course, 42-acre linear park, and 23-acre recreational trail.
- 4 Included within the 434 acres of combined industrial and commercial use acreage are approximately 69 acres (approximately 10 percent) inside the city limits and approximately 127 acres (approximately 18 percent) inside the city's sphere of influence boundary. In total, there are 196 acres (approximately 28 percent) within the city limits and the city's sphere of influence boundary.

Source: EMC Planning Group Inc.

Amenities such as recreational facilities and enhanced communications creates a market for the industrial business park. It is anticipated that a variety of industrial business park users could be accommodated at the industrial business park. Larger companies would be drawn to this area by the amenities. Smaller companies such as regional distribution centers, production, processing, assembly, and packaging centers would be drawn to this area by the proximity to major transportation modes and lines. The opportunity to be located on and overlook a golf course could be a significant regional draw.

A portion of this area located at the corner of Highway 156 and McCloskey Road contains approximately 30 acres and is proposed with a dual land use designation of Light Industrial and General Commercial. The primary land use designation is Light Industrial and the secondary land use designation is General Commercial. The purpose of providing this dual land use designation is to allow the existing land use of light industrial to continue in the short-term, but transition to general commercial land uses in the long-term, if market demand supports the transition. It is anticipated that the market would support this transition given the high-visibility and high-traffic at this location.

Approximately 329 acres (48 percent) are designated as Industrial Business Park. Approximately 30 acres (four percent) are designated Light Industrial (primary) and General Commercial (secondary).

Commercial Uses

Commercial uses are located in the commercial core area. Predominantly service commercial in nature, the types of commercial uses include general commercial and administrative and professional office commercial. General commercial uses are planned at the hub of the commercial core area, which provides an active, higher density commercial center serving this area. Essentially, the general commercial uses could be considered "industrial business park serving commercial", with such services as copy centers, photo laboratories, banking services, small delicatessens or restaurants, postal outlets, etc.

Three small commercial parcels are also located along McCloskey Road. Two one and one-half acre parcels located at the intersection of McCloskey Road and the Shelton Drive Extension are proposed for commercial uses to respond to potential future residential development south of McCloskey Road. Additionally, a two-acre commercial parcel located on McCloskey Road is proposed for commercial use to provide for a potential restaurant and other uses overlooking the golf course.

A portion of this area located at the corner of Highway 156 and McCloskey Road contains approximately 30 acres and is proposed with a dual land use designation of Light Industrial and General Commercial. The purpose of providing this dual land use designation is to allow the existing land use of light industrial to continue in the short-term, but transition to general commercial land uses in the long-term.

Administrative and professional office uses are planned just outside of the hub of the commercial core area and extend along the primary entrance roadway to Highway 156. The administrative and professional office uses could be service-oriented in nature, with such services as insurance companies, financial services, legal offices or walk-in medical offices. A portion of this area contains a dual land use designation of Administrative and Professional Office and Public/Institutional. This is proposed to accommodate the possibility of a satellite post-secondary education facility within this area.

The golf course clubhouse with its associated pro-shop, athletic club, and restaurant is also located at the commercial core area. Bicycle and pedestrian linkages allow access from the industrial business park to the commercial core area.

Approximately 11 acres (two percent) are designated General Commercial. Approximately 30 acres (four percent) are designated Light Industrial (primary) and General Commercial (secondary). Approximately 64 acres (nine percent) are designated Administrative and Professional Office. Of this 64 acres, approximately 16 acres are designated Administrative and Professional Office and Public/Institutional.

Public and Institutional Uses

Primary and secondary education facilities are not included in the area plan. However, with additional population growth in the city over time, there may be a need for

post-secondary education facilities somewhere in the city. This could be some form of a satellite campus associated with an existing post-secondary education facility such as Gabilan Community College or San Jose State University.

It makes sense to locate these facilities close to employment centers, especially those with telecommunications infrastructure and capabilities. To accommodate this possibility, the area plan includes a dual land use designation of Administrative and Professional Office and Public/Institutional. The primary land use designation is Administrative and Professional Office and the secondary land use designation is Public/Institutional. Dual land use designations such as this, provide opportunities for economic training, research, and development combined together within this area.

Approximately 16 acres (two percent) are designated Administrative and Professional Office and Public/Institutional.

Recreation Uses

The area plan includes a variety of recreational land uses. A golf course, linear park, regional trail, and an interconnected system of bicycle and pedestrian trails are all located close to Santa Ana Creek.

Establishing the "back bone" of the industrial business park, the golf course is located along the creek corridor interfacing with the industrial business park uses and the commercial core uses. The golf course is located along the creek corridor to take advantage of the various environmental resources and constraints located in this area, especially the aesthetic resources. The golf course is set back from the creek corridor and no golf holes will cross the creek corridor. The golf course is a major amenity to attract industrial business park users in the region. This amenity will provide an opportunity to mingle work and play, facilitating the classic adage of "most business deals are closed on the golf course."

The linear park is located between Santa Ana Creek on the west, Memorial Drive Extension on the east, McCloskey Road on the south, and the Flynn Road Extension on the north. It is also located along the creek corridor to take advantage of the various environmental resources and constraints located in this area, especially the aesthetic resources.

The regional trail is located along the entire length of the creek corridor between McCloskey Road on the south and Fallon Road on the north. It will accommodate recreational and commuter use between residential land uses to the south and industrial and commercial uses in this area, as well as industrial and commercial uses north of this area.

Finally, an interconnected network of bicycle and pedestrian trails will link the industrial business park to the golf course, linear park, and regional trail. Some of the trails are located at the rear of the industrial business park and loop back to the golf course. Landscaped boulevards will also provide a detached walkway for pedestrians. This hierarchy of bicycle and pedestrian trails will allow pedestrian access

throughout the industrial business park, all of which lead to the commercial core area.

Approximately 225 acres (32 percent) are designated as Open Space/Parks.

2.5 Area Plan Phasing

Future development is expected to occur over an undetermined period of time, expected to be between 20 and 25 years. A conceptual phasing plan has been developed to guide (although not to encumber) future development. The conceptual phasing plan is illustrated in Figure 5. A summary of the maximum square footage that may occur in each phased based on the area plan and conceptual phasing plan is presented in Table 5.

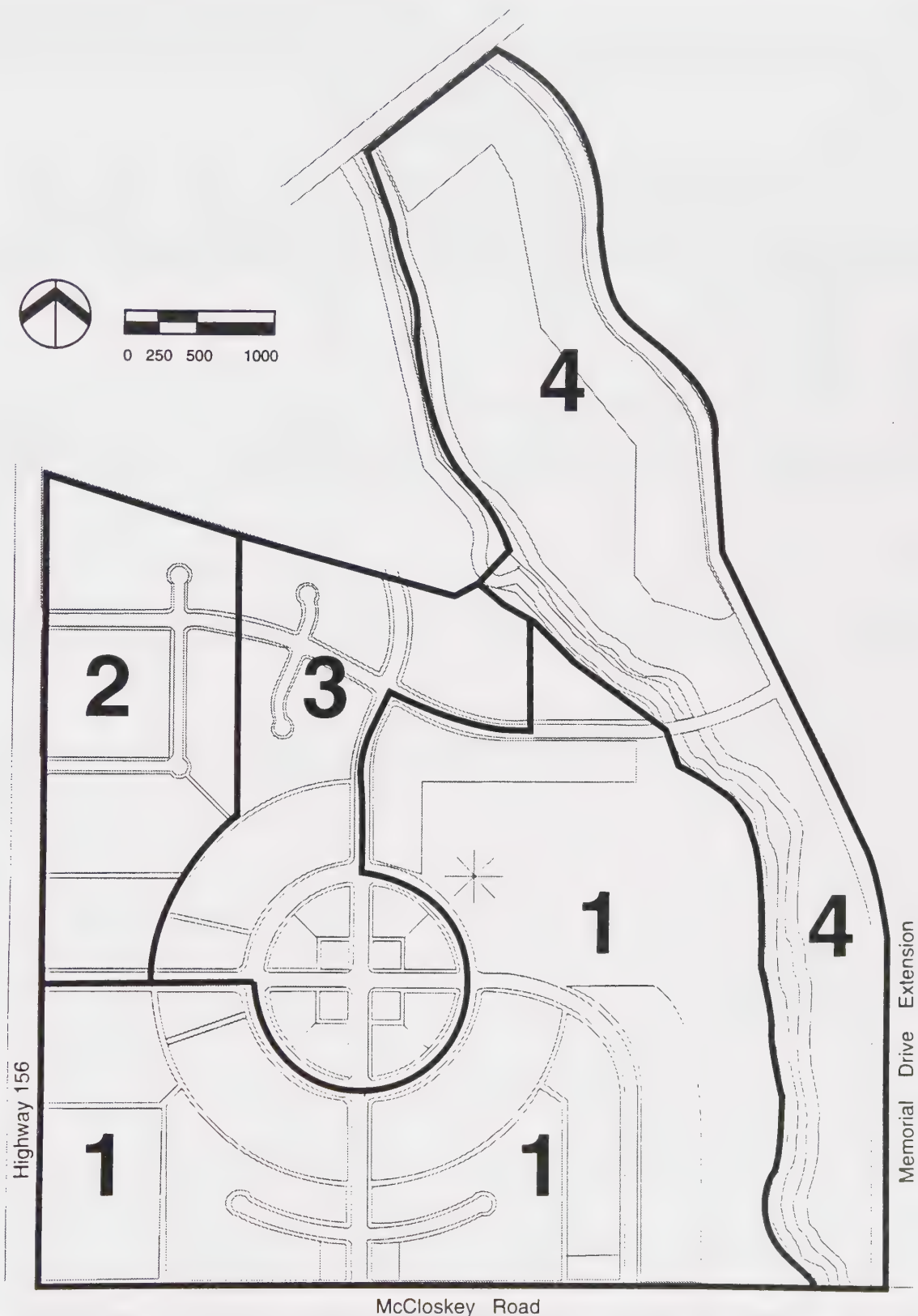
The actual phasing of future development will be dependent on many different factors including market trends, market demands, population growth, planned transportation improvements, and many other factors outside of the control of the city or the property owners. Therefore, this conceptual phasing plan is subject to change in response to outside factors, such as those mentioned herein.

Several principles were followed in the development of the conceptual phasing plan:

- Future development should occur in areas contiguous to existing development or existing transportation and public service infrastructure and future development should not occur in areas surrounded mostly by agricultural lands. The last phase of the area plan is located on the easternmost portion of this area to ensure the preservation of agricultural lands between the Memorial Drive Extension and Fairview Road for at least the next 20 years.
- Future development should preserve agricultural land and agricultural production as long as possible. Existing development within this area should be located in the earlier phases.
- Future development should include at least nine holes of the golf course in the first phase to provide an amenity for industrial and commercial development, as well as provide additional recreation opportunities to the residents of the city in a timely manner.
- Future development should include the package wastewater treatment plant in the first phase to ensure that adequate wastewater service is provided for industrial and commercial development, as well as provide a source of reclaimed water for the golf course.
- The Flynn Road Extension east of phase three or included in phase one is not expected to be constructed until phase four. This portion of the roadway is only necessary to access future development proposed in phase four.



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Northeast Hollister Area Plan Proposed Phasing

Figure
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TABLE 5
Phasing Summary

Land Use Designation	FAR	Maximum Acres	Maximum Square Feet ¹
Phase One			
IBP ²	.35	124	1,417,878
GC ³	.40	35	457,380
APO	.30	20	196,020
OP	0	80	20,000
Subtotal	Varies	259	2,091,078
Phase Two			
IBP ²	.35	66	754,677
GC ³	.40	0	0
APO	.30	16	156,816
Subtotal	Varies	82	911,493
Phase Three			
IBP ²	.35	87	994,801
GC ³	.40	6	78,408
APO	.30	28	274,428
Subtotal	Varies	121	1,347,637
Phase Four			
IBP ²	.35	52	594,594
GC ³	.40	0	0
APO	.30	0	0
Subtotal	Varies	52	594,594
TOTAL	Varies	514⁴	4,925,002

¹ Maximum square feet assumes net acres, which is assumed to be 75 percent of maximum (or gross) acres.

² Includes approximately six acres planned for a batch wastewater treatment plant and designated as Public/Institutional (P/I).

³ General Commercial (GC) includes the 30 acres with the dual land use designation of Light Industrial (LI) and General Commercial (GC).

⁴ This 514 acres includes only acres that may accommodate industrial or commercial development and does not include approximately 145 acres designated for open space and parks and does not include approximately 37 acres designated for major roadways. These acres added together constitute 696 total acres.

Source: EMC Planning Group Inc.

2.6 Area Plan Benefits

The implementation of this area plan will have many benefits for the city. These include:

- Provide the city with direction for land use transition between the residential areas south of McCloskey Road and the industrial uses north of Fallon Road.
- Provide the city with overall land use planning that has local and regional significance.
- Provide the city with overall circulation planning that has local and regional significance including:
 - ◊ **Shelton Drive Extension.** Provide for the Shelton Drive Extension between Shelton Business Park and McCloskey Road.
 - ◊ **Memorial Drive Extension.** Provide for the Memorial Drive Extension between Fallon Road and McCloskey Road.
 - ◊ **Flynn Road Extension.** Provide for the Flynn Road Extension between Highway 156 and the Memorial Drive Extension.
 - ◊ **Santa Ana Creek Recreation Trail.** Provide for the northerly portion of the designated regional trail between McCloskey Road and Fallon Road along Santa Ana Creek.
- Provide the city with unique opportunities for future “high-tech” industrial, commercial, and recreational land uses close to the airport with associated employment opportunities and revenues.
- Provide the city with land uses that are compatible with the airport.
- Provide the city with additional park and recreation opportunities through the golf course, linear park, and regional trail, all located along Santa Ana Creek. This includes approximately 225 acres of additional park, recreation, and open space uses. This is 384 230 percent more than the amount identified in the general plan.
- Provide the city with a regional trail for recreational and commuter purposes along Santa Ana Creek.
- Provide adequate public services for future development including wastewater, water, storm drainage, and roadways. Future development would be required to connect to wastewater infrastructure and would replace existing septic systems. The city has noted that continued use of septic systems will cause degradation of the local water quality.
- Provide the city with opportunities for lower-cost flood control measures by locating a golf course adjacent to the Santa Ana Creek. The golf course has been located in the designated floodplain and may incorporate detention basins to reduce or eliminate the floodplain in future development areas. This may also reduce the need for costly downstream improvements to Santa Ana Creek and San Felipe Lake.

3.0 Urban Development and Design

3.1 Setting

There are several existing city planning and service boundaries that have a direct relationship to future development patterns in this area:

- **Hollister Planning Area.** This boundary encompasses all incorporated and unincorporated territory that bears a close relationship to the city. Within this area, the city's planning area boundary is contiguous with Santa Ana Creek. It includes the area west of Santa Ana Creek, but does not include the area east of Santa Ana Creek.
- **Hollister Sphere of Influence.** This boundary encompasses all incorporated and unincorporated territory that is within the city's ultimate physical boundaries. The city limits are expected to ultimately expand to the city's sphere of influence boundary. Within this area, the city's sphere of influence boundary is located parallel to and east of Highway 156. The boundary includes all properties fronting on Highway 156. Excluding portions of this area in the city limits, approximately 127 acres are in the city's sphere of influence. Including portions of this area in the city limits, approximately 196 acres are in the city's sphere of influence.
- **Hollister Urban Service Area.** This boundary encompasses areas expected to receive services (i.e., wastewater, water, and storm drainage) within the next five years. The city's urban service area boundary terminates south of this area.
- **Hollister City Limits.** This boundary encompasses the area within the legal jurisdiction of the city. Within this area, the city limits are located east of Highway 156. Approximately 69 acres are in the city limits.

Figure 6 illustrates the location of the city's existing planning and service boundaries as they relate to this area. Proposed planning and service boundaries are illustrated later in this section (Figure 8).

Establishment and amendment of many of these planning and service boundaries requires approval from the local agency formation commission. These include the sphere of influence boundary, urban service area boundary, and city limits. Changes to the sphere of influence boundary and urban service area boundary are done through "amendments". Changes to the city limits are done through "reorganization". Request for amendments or reorganizations are initiated by the city and then acted upon by the local agency formation commission following a public hearing.

This remainder of this section addresses the area plan's relationship with potentially incompatible surrounding land uses. These including the airport, industrial uses, and agricultural uses.

Airport

An existing airport is located northwest of this area. It is a general aviation airport with two paved runways. The first runway, which is in service for day operations only, is oriented northwest to southeast and is 4,000 feet long. The second runway, which is in service for day and night operations, is oriented northeast to southwest and is 3,150 feet long. A 3,500-foot northwesterly extension and relocation of the southeast threshold approximately 1,150 feet to the northwest is planned for the existing runway with a resultant new runway of 6,350 feet. This is planned to improve land use compatibility by moving the existing runway away from identified growth areas, including this area.

The Hollister Municipal Airport Master Plan (hereinafter "airport master plan") designates safety zones around the runways: the primary safety zone and secondary safety zone. Within the primary safety zone, all structures are discouraged with the exception of those to aid navigation. Within the secondary safety zone, low-occupancy uses and structures are generally allowed if the density is no more than 10 persons average per acre and maximum structural coverage is less than 25 percent. Figure 7 illustrates the primary and secondary safety zones as they relate to this area.

The airport master plan recommends that land planned for industrial uses in the vicinity of the airport be maintained in that designation, and that all future development in the airport vicinity be evaluated in the planning stage to ensure locational and operational compatibility with the airport.

Industrial Uses

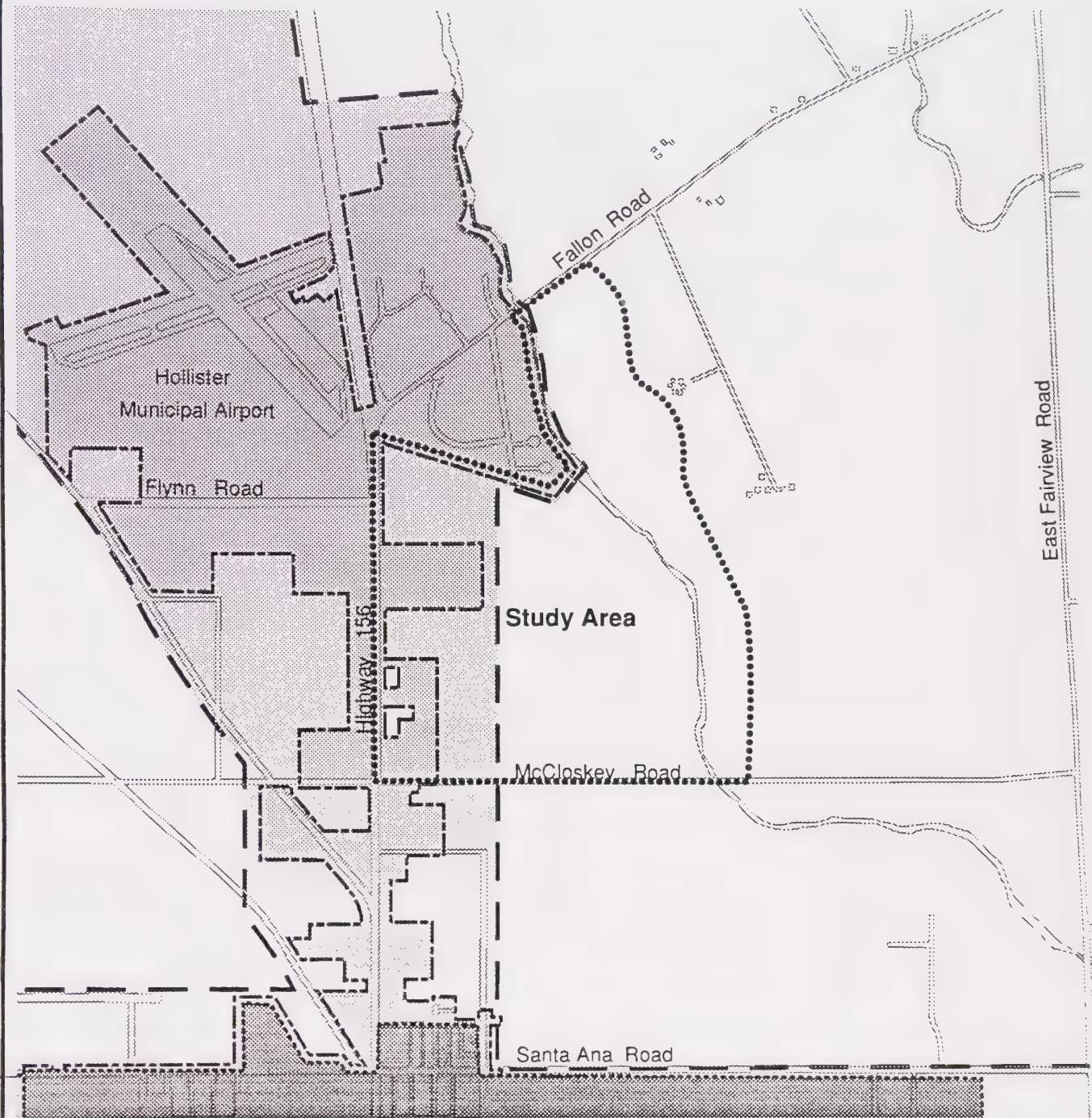
Existing industrial uses are located within and adjacent to this area. Within this area, industrial uses are located adjacent to and east of Highway 156. Adjacent to this area, industrial uses are located north, west, and south.



Agricultural Uses



Existing agricultural uses are located within and adjacent to this area. Within this area, agricultural uses are located east of the industrial uses adjacent to Highway 156. Adjacent to this area, existing agricultural uses area located north, east, and south.

3.2 Projections

The city's planning and services boundaries identified herein are those that are contained in the general plan. There are no projections to change these planning and service boundaries at this time. This is discussed in more detail under the goals, policies, and implementation programs later in this section.



 Hollister City Limits
 Urban Service Area

 Sphere of Influence
 Study Area



0 1000 2000 3000

Source: Hollister Draft General Plan EIR

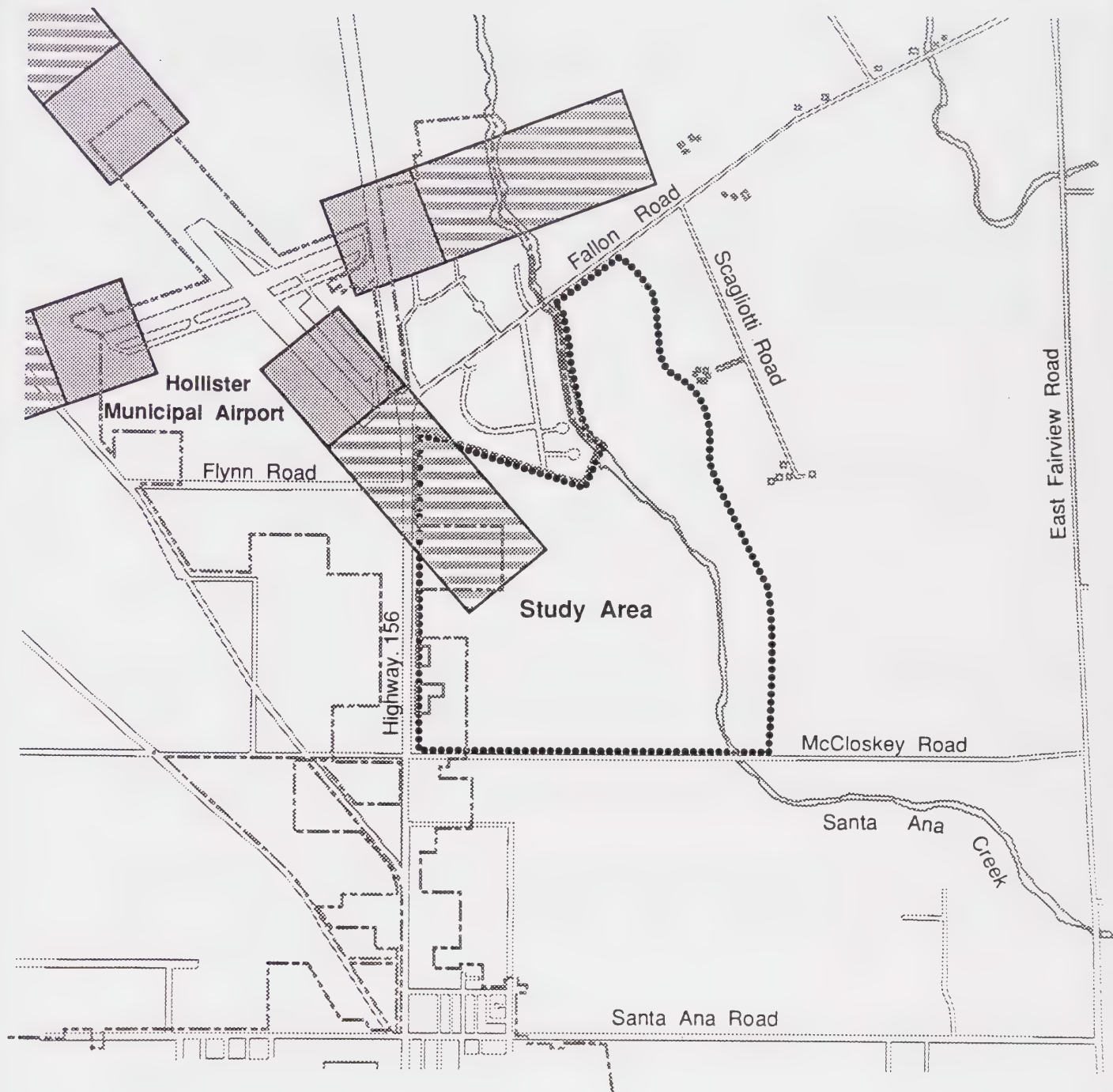




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Northeast Hollister Area Plan Existing Planning Boundaries

Figure
6

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-  Primary Safety Zone
-  Secondary Safety Zone

Source: Draft Hollister Municipal Airport Master Plan



0 1000 2000 3000



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Northeast Hollister Area Plan Airport Safety Zones

Figure
7

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Land use compatibility projections for airport, industrial, and agricultural uses are as follows:

Airport

The airport primary and secondary safety zones encroach into this area. The area plan has designated the encroachment area for industrial and commercial uses. In fact, much of this area contains existing industrial and commercial development. This is generally compatible with the requirements of the primary and secondary safety zones, although some further restrictions for this land use may be necessary.

Industrial Uses

Existing industrial uses are located within and adjacent to this area. The area plan has designated all areas adjacent to existing industrial uses for light industrial or industrial business park uses. This is generally compatible with the industrial uses both within and adjacent to this area.

Agricultural Uses

Existing agricultural uses are located within this area. With the implementation of the area plan, existing agricultural uses will be converted to non-agricultural uses such as industrial, commercial, and recreational uses. Upon build-out of the area plan, no land use incompatibilities are expected between existing agricultural uses and future non-agricultural uses because the existing agricultural uses will no longer exist. Therefore, the area plan is generally compatible with the existing agricultural uses within this area.

However, prior to build-out, there may be temporary occurrences where agricultural uses are located adjacent to non-agricultural uses. This could result in temporary land use incompatibilities due to noise, dust, chemical usage, trespassing, and traffic associated with agricultural uses.

Existing agricultural uses are located adjacent to this area on the west, east, and south. Future development will be buffered from these adjacent agricultural uses by surrounding roadways. Therefore, the area plan is generally compatible with the existing agricultural uses adjacent to this area.

3.3 Issues

The city's planning and service boundaries will need to be expanded to reflect the adoption of the area plan. Proposed planning and service boundaries are illustrated in Figure 8.

The area plan includes industrial, commercial, and recreational land uses. Surrounding land uses include the airport, industrial, and agricultural uses. The land use compatibility of the area plan with these surrounding land uses is discussed below:

Airport

Future development is partially constrained by airport operations due to the encroachment of the secondary safety zone into this area. The area plan includes industrial and commercial uses in this encroachment area. These uses are generally compatible with the development criteria of the secondary safety zone. However, future development within the secondary safety zone must be consistent with the restrictions on land uses and land use intensities identified in the adopted airport master plan.

Industrial Uses

Future development is generally compatible with exiting industrial uses within and adjacent to this area.

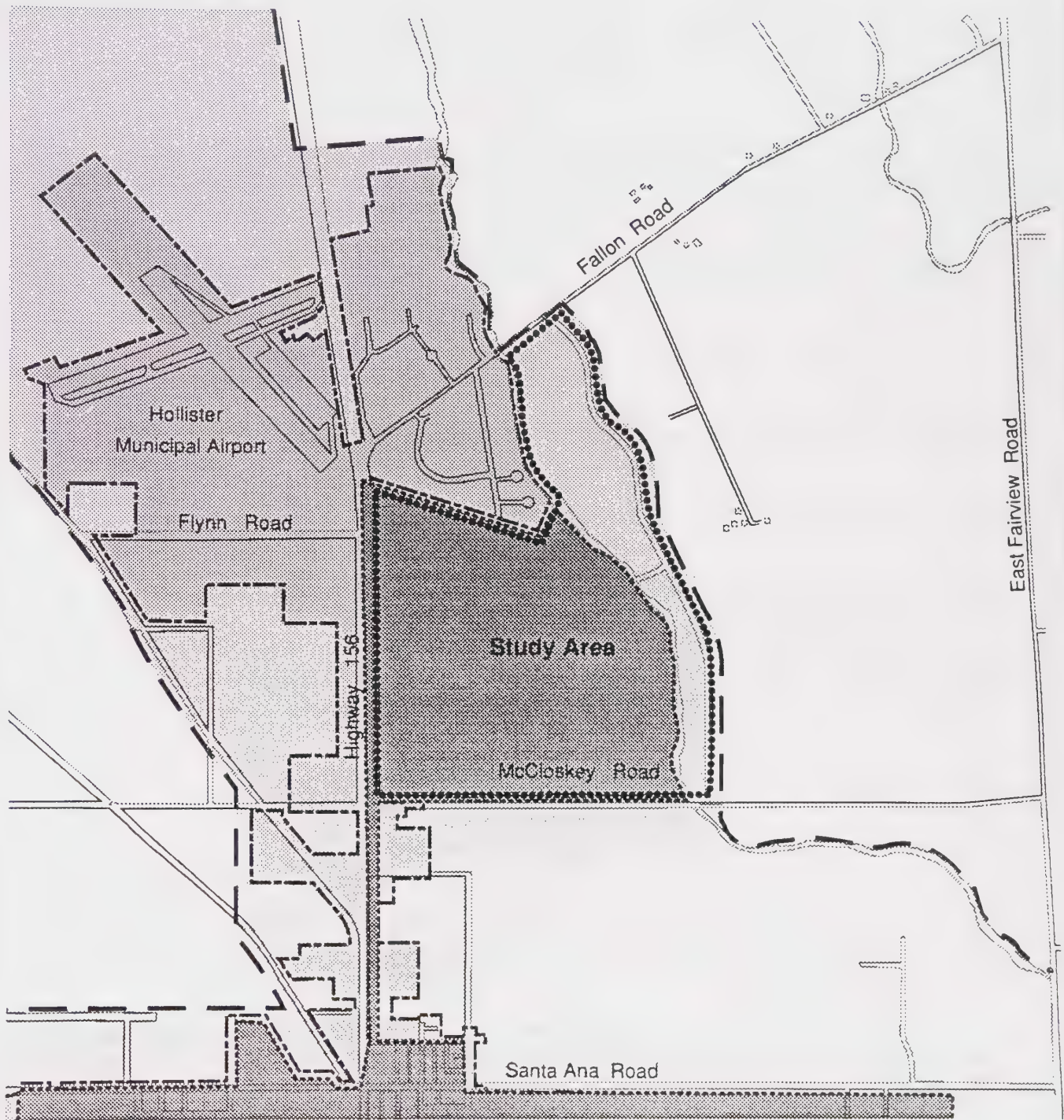
Agricultural Uses



Future development is generally compatible with existing agricultural uses within and adjacent to this area. However, in the short-term, there may be temporary occurrences where agricultural uses are located adjacent to non-agricultural uses, which may result in temporary land use incompatibilities. In the long-term, these land use incompatibilities will be eliminated and no additional land use incompatibilities will remain.



One additional potential land-use incompatibility that has been raised. This is the potential land-use incompatibility between the golf course and regional trail that parallels and crosses the golf course. The land use incompatibility relates to the potential for golf balls from the golf course to strike and injure bicyclists and pedestrians utilizing the regional trail.

3.4 Area Plan Map

None of the land use designations on the area plan map relate to urban development and design. The following goals, policies and implementation programs supplement the existing goals, policies, and implementation programs in the general plan.



 Hollister City Limits
 Urban Service Area

 Sphere of Influence
 Study Area



0 1000 2000 3000

Source: EMC Planning Group Inc.



A Land Use Planning
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Northeast Hollister Area Plan Proposed Planning Boundaries

Figure
8

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3.5 Goals

- Provide additional infill contiguous industrial, commercial, and recreational areas consistent with the city's small-town character in order to promote economic growth in the city and region.
- Provide good planning and design as a part of this infill contiguous development.

3.6 Policies

1. Provide land use designations in accordance with the area plan map provided in Figure 4.
2. Provide planning and service boundaries in accordance with the area plan map provided in Figure 4.
3. The city shall encourage a mixture of land uses in accordance with the area plan map, ensuring compatibility between land uses, and ensuring that land uses are implemented through a set of development and design standards to create good planning and design as a part of this infill contiguous development.

3.7 Implementation Programs

- A. The city shall provide zoning designations in accordance with the area plan map provided in Figure 4.
- B. The city shall review and update the area plan, as necessary, in conjunction with any update of the general plan to ensure internal consistency between the general plan and the area plan.
- C. The city shall revise and request the local agency formation commission to revise the city planning and service boundaries to accommodate future development as illustrated in Figure 8. These revisions should include the following:
 1. **Hollister Sphere of Influence.** The city's sphere of influence should be expanded to include this area. This expanded boundary should be aligned with the eastern boundary of this area contiguous with the east side of the Memorial Drive Extension.
 2. **Hollister Urban Service Area.** The city's urban service area boundary should be expanded to include a portion of this area. This expanded boundary should be aligned with the west side of Santa Ana Creek.

Subsequent expansion of the urban service area should occur in accordance with the area plan map and conceptual phasing plan.

The expansion of the city's sphere of influence boundary and urban service area boundary shall be completed prior to any annexations.

3. **Hollister City Limits.** The city limits should be expanded through the annexation of phases one. Expansion of the city limits in the future should occur through annexation of subsequent phases in accordance with the area plan map provided in Figure 4 and conceptual phasing plan provided in Figure 5.

The area plan map and conceptual phasing plan has been designed to include the two existing areas that are unincorporated islands in phase one.

- D. The city shall adopt appropriate zoning designations to implement a mixture of land uses in accordance with the area plan map illustrated in Figure 4.
- E. The city shall ensure that the golf course is implemented as a part of a mixture of land uses in accordance with the area plan map illustrated in Figure 4. The city shall allow minor modifications to the current land use configurations based on the actual design of the golf course.
- F. To ensure compatibility with nearby airport operations, future development approved within the secondary safety zone shall be consistent with the adopted airport master plan subject to review and approval by the airport board or district prior to issuance of building permits.
- G. To ensure compatibility with nearby agricultural uses, future development approved adjacent to existing agricultural uses shall incorporate measures to reduce or avoid temporary land use compatibility impacts, as feasible, prior to design review approval by the city. This may include temporary landscaping, fencing, and/or berming.
- H. To ensure compatibility with existing agricultural uses located to the east, Memorial Drive shall be extended between Fallon Road and McCloskey Road in accordance with the area plan map illustrated in Figure 4.
- I. The city shall review the golf course and regional trail for land use compatibility as a part of the design review process. Plans illustrating the locational characteristics of each facility shall be submitted to the city for review and approval prior to design review approval of the golf course or regional trail. The purpose of the review is to ensure that no safety hazards exist between the two uses.
- J. A comprehensive set of development and design standards shall be prepared by the project proponent in order to provide good planning and design for this infill contiguous development. These standards shall be incorporated in the covenants, conditions and restrictions for all properties. The preparation of

the standards shall be funded by the project proponent, prepared under the direction of the project proponent, and subject to review and approval by the city prior to design review approvals for any future development. The standards shall address the following items:

1. Overall architectural theme and style.
2. Site design (i.e., lot sizes, lot coverage, building setbacks, building heights, parking requirements, grading requirements, tree preservation requirements, open space area).
 - ◇ Development in the IBP designation located in the northeast portion of the area, adjacent to the Memorial Drive Extension, shall include setbacks, with to be determined by the city, that shall consist of permanent landscaping, fencing, and/or berming. This shall serve as a buffer between the industrial business park and agricultural operations to the east.
3. Building design (i.e., building design, building materials, building colors, building equipment, etc.).
4. Parking design (i.e., parking lot design, common parking facilities, etc.).
5. Open space requirements as a percentage of lot size for each lot. To maintain the campus industrial environment, this should be approximately 30 to 35 percent of the lot size. Open space areas would exclude buildings, driveways, and parking areas, as well as all other impervious surfaces.
6. Outdoor storage areas.
7. Signage.

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4.0 Natural Environment

4.1 Geological Resources

4.1.1 Setting

The city is located in a seismically active area. There are numerous active and potentially active faults located in or adjacent to the city including segments of the Calaveras fault, San Andreas fault, and the Quien Sabe fault. The Calaveras fault system runs from southeast to northwest through the city. The San Andreas fault system runs southeast to northwest and passes approximately four miles southwest of the city. The Quien Sabe fault is located approximately three miles east of the city.

The California Division of Mines and Geology has established special study earthquake fault zones (previously called special study zones) along fault traces considered to be active or potentially active. Special earthquake fault studies are required before development occurs in these zones, and no building is permitted across an active fault. Figure 9 illustrates that this area is not in an established special study earthquake fault zone. Seismic hazards may occur in the immediate vicinity of these local faults, including ground rupture, earth creep, ground shaking, and liquefaction.

Ground rupture and earth creep (the slow, steady movement of earth) generally occur along existing faults. The potential for ground rupture and earth creep is low as no known active or potentially active faults are located within this area.

Ground shaking is dependent on subsurface soil conditions. Alluvial soils underlie this area, and areas over these soils can be expected to experience greater ground shaking than areas that are underlain by firm bedrock. The potential for ground shaking is high given the proximity to active and potential active faults.

Liquefaction occurs in areas with granular soils that have a limited clay content and where the water table is within 30 feet of the ground surface. The potential for liquefaction is low given the high clay content of the soils and that the water table is more than 30 feet from the ground surface.

4.1.2 Projections

Future development will introduce people to this area and may expose them to seismic hazards such as ground shaking.

4.1.3 Issues

Future development is not considered to be constrained by seismic hazards. The only seismic hazard that affects this area is the potential for ground shaking during seismic activity. However, adverse structural impacts from ground shaking can be minimized through adherence to current building standards. This is required in accordance with existing policies and programs in the general plan.

4.1.4 Area Plan Map

None of the land use designations on the area plan map relate to geological resources. No additional goals, policies or implementation program are necessary to supplement the existing goals, policies and implementation programs in the general plan.

4.2 Mineral Resources

4.2.1 Setting

The California Mining and Geology Board designated portions of the city as having construction aggregate deposits of regional significance. These mineral resources are needed to meet future construction material demands in the region. This area does not contain mineral resources of regional significance.

4.2.2 Projections

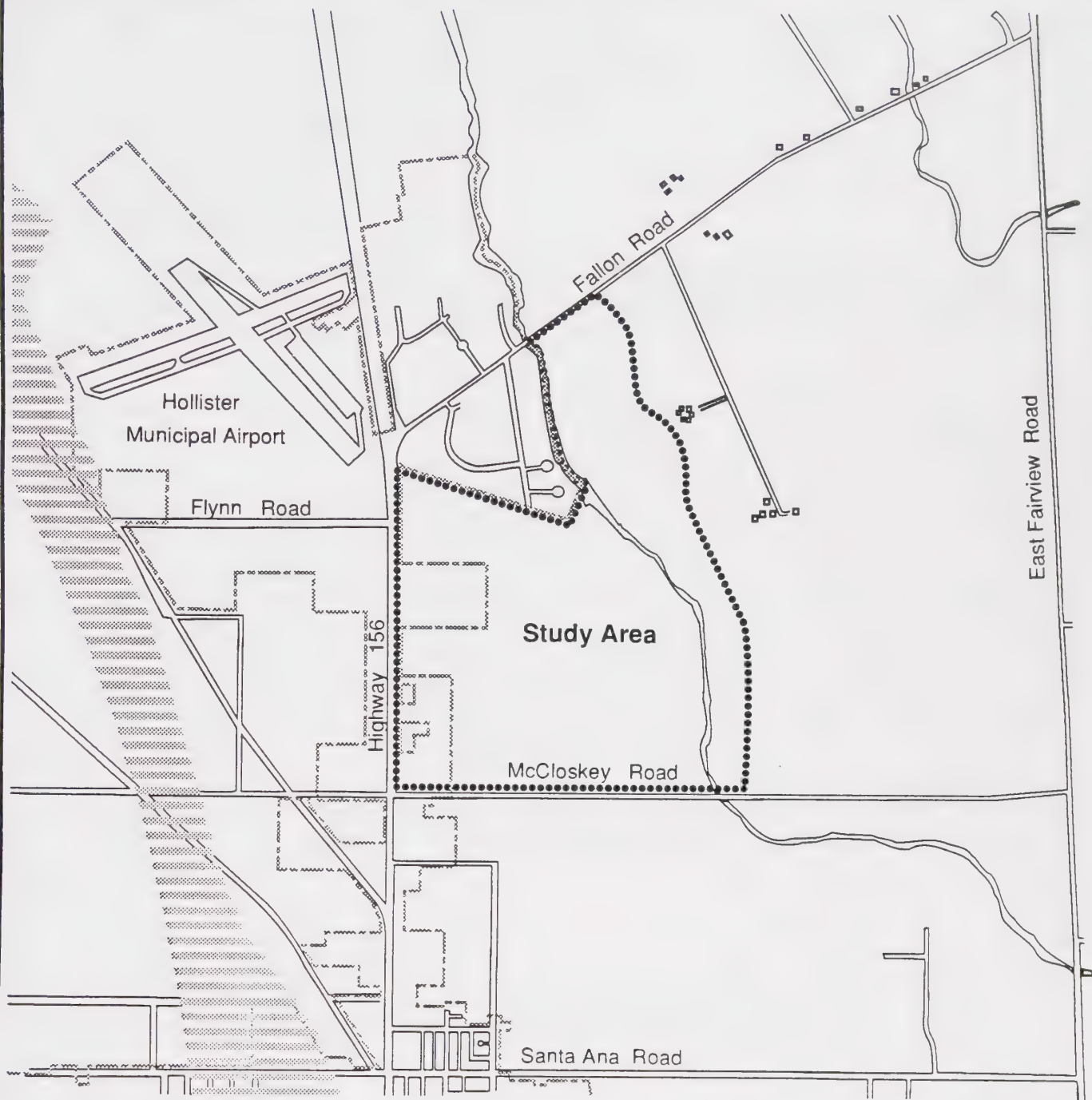
Future development may increase construction material demands in this region.

4.2.3 Issues

Future development will not affect mineral resources within the city as no mineral resources area located in this area. However, future development may increase demand for mineral resources. This increase in demand is not anticipated to be significant.

4.2.4 Area Plan Map

None of the land use designations on the area plan map relate to mineral resources. No additional goals, policies or implementation program are necessary to supplement the existing goals, policies and implementation programs in the general plan.



 Special Study Earthquake Fault Zone

Source: Hollister General Plan EIR




0 1000 2000 3000



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Northeast Hollister Area Plan **Special Study Earthquake Fault** **Zone Location**

Figure
9

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4.3 Soil Resources

4.3.1 Setting

The United States Department of Agriculture Soil Conservation Service has classified the soils in the city and in this area using three soil associations: Sorrento-Yolo-Mocho association, Rincon-Antioch-Cropley association, and Clear Lake-Pacheco-Willows association.

The Sorrento-Yolo-Mocho association covers a small portion of the western and southern portion of this area. The dominant soils are very deep and well drained, and include some of the most productive soils in the county. The soils of this association are used for irrigated fruits and nuts, row and field crops, alfalfa, and pasture. The Rincon-Antioch-Cropley association covers a very small portion of the southeast corner of this area east of Santa Ana Creek and north of McCloskey Road. These soils are very deep and well drained. The soils of this association are used for fruits, nuts, alfalfa, row and field crops, and pasture. The Clear Lake-Pacheco-Willows association covers a majority of this area. These soils are somewhat poorly to poorly drained. The soils are intensively cultivated to row and field crops, alfalfa, and small grains. Fruits and nuts are grown in areas that have been drained. In order for these soils to support agricultural activity, drainage is needed in most areas, and reclamation may be necessary in those areas affected by salts and alkali.

The soil types in this area are Pacheco silty clay (Pe), Sorrento silty clay loam, 0-2 percent slopes (SrA), Clear Lake clay (Ch), Clear Lake clay, saline (Ck), and Riverwash (Rw). These soils are summarized in Table 6. Figure 10 illustrates the location of these soils.

4.3.2 Projections

Future development may be influenced by soils with high shrink-swell potential and may result in increased erosion during construction activities.

4.3.3 Issues

The soils have moderate to high shrink-swell potential. These soils can expand and contract in response to changes in soil moisture conditions resulting in structural problems and jeopardizing the integrity of foundations, roadways, and utilities (Planning Analysis and Development 1993).

The soils have minimal erosion potential. Future development is not expected to result in significant erosion. However, erosion could occur adjacent to the creek corridor (i.e., golf course) and could contribute to hydrological problems in the creek and downstream waterbodies. Eroded soils contain nitrogen, phosphorus, and other

nutrients. When these are carried into water bodies, these nutrients can trigger algae blooms that reduce water clarity, deplete oxygen, and create odors.

TABLE 6
Soil Types and Characteristics

Soil Type	Erosion Potential	Shrink-Swell Potential	Class ¹	Storie Index Rating	Grade ²
Pacheco silty clay (Pe)	None	Moderate / High	II	44	3
Sorrento silty clay loam (SrA)	None / Slight	Moderate	I	85	1
Clear Lake clay (Ch)	None	High	II	57	3
Clear Lake clay (Ck)	None	High	III	43	3
Riverwash (Rw)	NA	NA	VIII	5	6

- 1 Class I soils have few limitations that restrict their use. Class II soils have some limitations that reduce the choice of plants or require special conservation practices. Class III soils have severe limitations that reduce the choice of plants or require special conservation practices or both. Class VIII soils have limitations that preclude their use for commercial plant production and restrict their use to recreation, wildlife or water supply, or aesthetic purposes.
- 2 Grade 1 soils have few or no limitations that restrict their use. Grade 3 soils are suited to a few crops or to special crops and require special management. Grade 6 soils consist of soils and land types that generally are not suited to farming.

Source: United States Department of Agriculture Soil Conservation Service

4.3.4 Area Plan Map

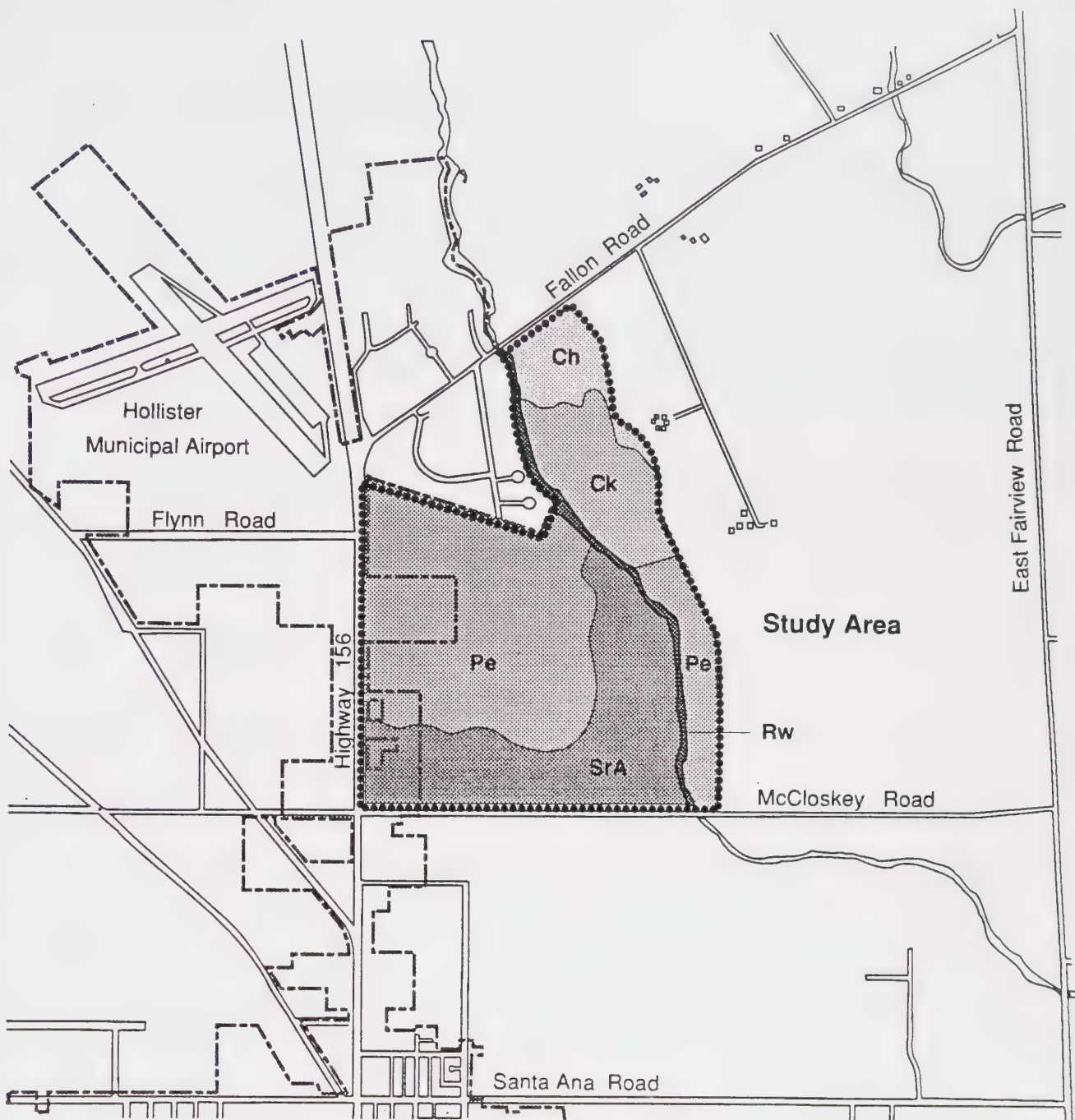
None of the land use designations on the area plan map relate to soils resources. The following goals, policies and implementation programs supplement the existing goals, policies, and implementation programs in the general plan.

4.3.5 Goals

- Accommodate future development while protecting future development from soil hazards.

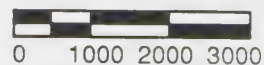
4.3.6 Policies

1. Provide for structurally sound and safe development in areas susceptible to soils with moderate to high shrink-swell potential.



- | | | | |
|------------|--|-----------|---|
| Pe | Pacheco silty clay: Grade 3, Storie Index 44 | Ck | Clear Lake clay, saline: Grade 3, Storie Index 43 |
| S/A | Sorrento silty clay loam, 0-2%: Grade 1, Storie Index 85 | Rw | Riverwash: Grade 6, Storie Index 5 |
| Ch | Clear Lake clay: Grade 3, Storie Index 57 | | |

Source: USDA Soil Conservation Service



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Northeast Hollister Area Plan Soil Types

Figure
10

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4.3.7 Implementation Programs

- A. Future developers shall prepare soils investigations to specifically evaluate the shrink-swell potential of soils and provide appropriate engineering recommendations to accept the estimated degree of soil contraction, expansion and settlement potential. These shall be reviewed and approved by the city prior to approval of tentative maps.
- B. Future developers shall prepare master drainage and erosion control plans to minimize the impacts from erosion and sedimentation during grading and excavation activities. These shall be subject to the review and approval by the city prior to approval of tentative maps.
- C. Future developers should be required to provide erosion and sediment control facilities as part of their drainage systems. These facilities should be included in the master drainage and erosion control plans subject to the review and approval by the city prior to approval of tentative maps.

4.4 Agricultural Resources

4.4.1 Setting

Agricultural Lands

The city has been built on agricultural land and large tracts of agricultural land surround the city. Some of the agricultural land has been classified by the state as prime farmland or farmland of state-wide importance. When the state evaluates agricultural land, areas are designated as "prime farmland" when they are found to have the best combination of physical and chemical characteristics for agricultural crop production. Areas designated as "farmlands of statewide importance" represent land other than prime farmland that has a good combination of physical and chemical characteristics for agricultural crop production.

Presently, most of the land in this area produces row crops. As described in the preceding subsection, the soils types are Pacheco silty clay (Pe), Sorrento silty clay loam, 0-2 percent slopes (SrA), Clear Lake clay (Ch), Clear Lake clay, saline (Ck), and Riverwash (Rw). Table 7 summarizes each soil type in terms of its agricultural production characteristics: class, Storie index rating, and grade.

The United States Department of Agriculture Soil Conservation Service rates both grade 1 (80 to 100 Storie index rating) and grade 2 (60-80 storie index rating) as prime agricultural land. The county rates only grade 1 (80-100 Storie index rating) as prime agricultural land (Planning Analysis and Development 1993). The city has not formally adopted a rating criteria for prime agricultural land. considers Pacheco silty clay, Sorrento silty clay loam, and Clear Lake clay as prime soils—approximately 76 percent of this area.

TABLE 7

Agricultural Production Characteristics

Soil Type	Class	Storie Index Rating	Grade	Is it Prime? ¹
Pacheco silty clay (Pe)	II	44	3	NoYes
Sorrento silty clay loam, 0-2 percent slopes (SrA)	I	85	1	Yes ²
Clear Lake clay (Ch)	II	57	3	NoYes
Clear Lake clay, saline (Ck)	III	43	3	No
Riverwash (Rw)	VIII	5	6	No

1 Determination based on rating criteria used by the United States Department of Agriculture Soil Conservation Service and San Benito County.

2 ~~This soil type covers approximately 30 percent of this area. The remaining 70 percent of this area is not considered prime agricultural land.~~

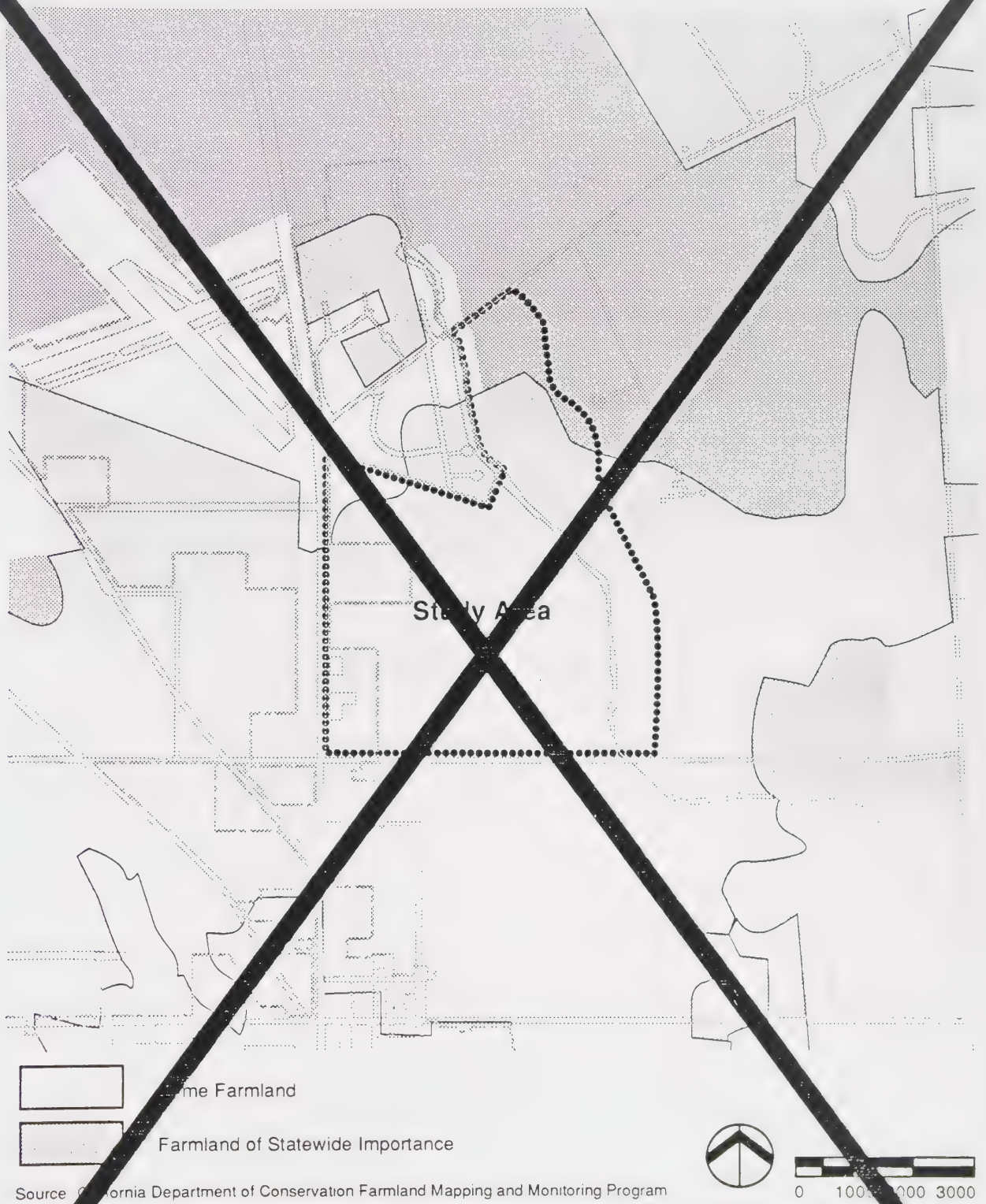
Source: United States Department of Agriculture Soil Conservation Service and San Benito County

~~Based on the information in this table, only one soil type would be considered prime agricultural land based on the rating criteria used by the United States Department of Agriculture Soil Conservation Service and San Benito County: Sorrento silty clay loam, 0-2 percent slopes. This soil type covers approximately 202 acres or approximately 29 percent of this area. Based on the United States Department of Agriculture Soil Conservation Service and San Benito County rating criteria, approximately 29 percent of this area contains prime agricultural land and approximately 71 percent of this area does not contain prime agricultural land.~~

~~However, a~~According to the California Department of Conservation Farmland Mapping and Monitoring Program, most 81 percent of this area is considered prime farmland. The exceptions 19 percent not considered prime are the area adjacent to Fallon Road that is designated as farmlands of statewide importance and the area containing existing development adjacent to Highway 156. These areas are illustrated in Figure 11.

Williamson Act Lands

Under the Land Conservation Act ("Williamson Act") passed in 1965, farmers are able to enter into land conservation contracts with the county which enable them to enjoy reduced property taxes in exchange for maintaining their land in agricultural production. Within the county, approximately 582,100 acres of land are included in contracts. Only a small portion (9.5 percent) consist of lands categorized as prime. The prime farmlands are nearly evenly distributed between north county and south county. It is noteworthy that 92.5 percent of the contract cancellations are located in

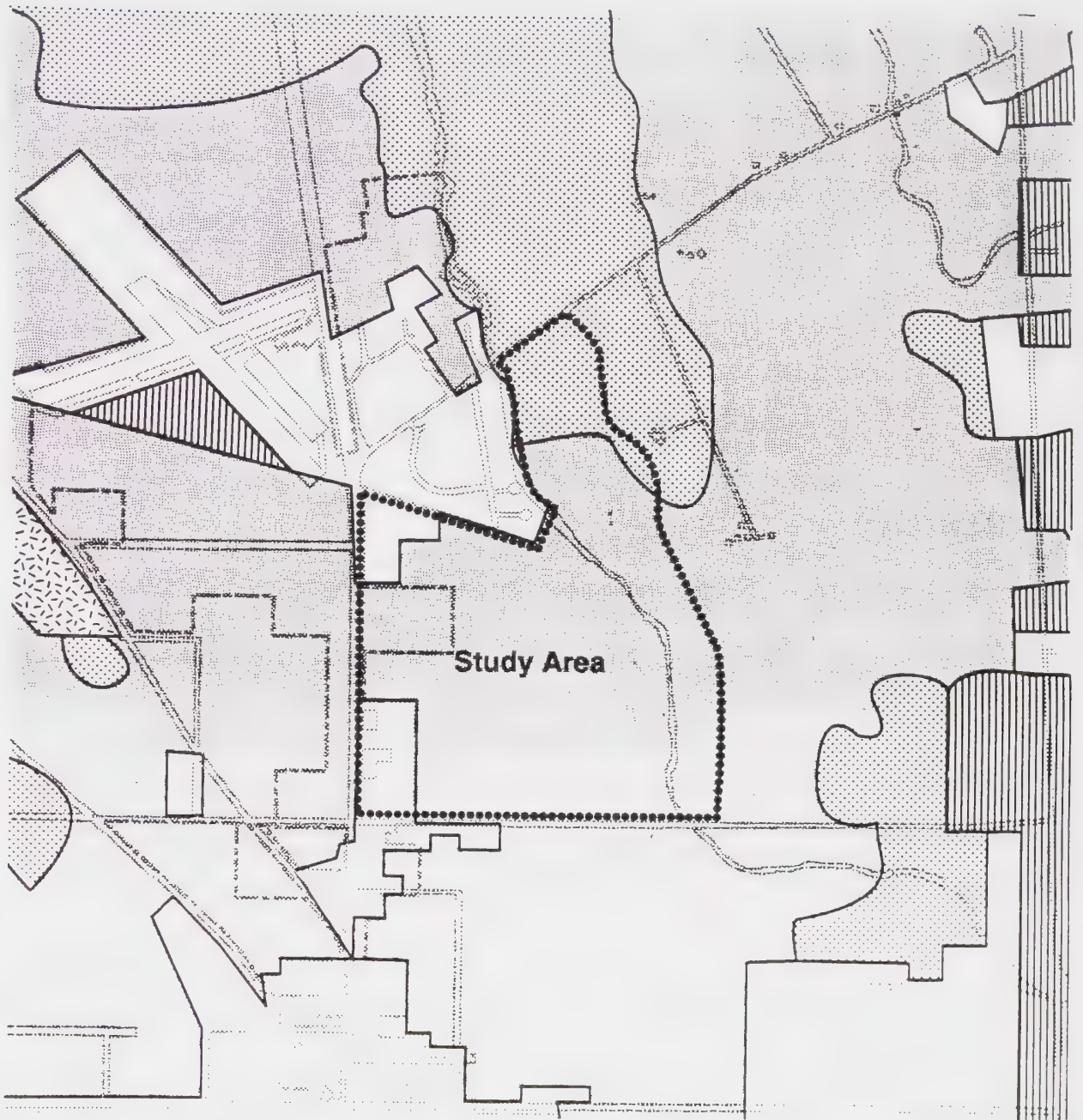


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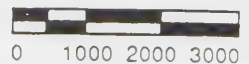
Northeast Hollister Area Plan Prime and Important Farmland

Figure
11

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Source: California Department of Conservation Farmland Mapping and Monitoring Program



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Northeast Hollister Area Plan **Prime and Important Farmland** (Revised)

Figure
11A

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the north county. This represents a loss of nearly one-quarter of existing prime farmland under contracts in the north county and suggests a significant long-term trend away from agriculture in this area. (San Benito County Planning Department, March 17, 1993).

Four properties are included in contracts in this area; these properties contain 70.07 acres (10 percent) of this area. By 1996, this will be reduced to 28.04 acres (four percent) through the non-renewal of one of the contracts. Figure 12 illustrates the location of these four properties. Table 8 presents a summary of these four properties.

TABLE 8
Williamson Act Contract Property Summary

Property	Property Owner	Property Acreage	Contract Termination Date
019-030-003	Hawkins	25.28	None
019-050-011	Filice Revocable Trust	1.76	None
019-060-001 ¹	Christopher	42.03	1996
014-130-004 ¹	Filice Revocable Trust	1.00	None
Total		70.07	

¹ Property partially within this area.

Source: Chicago Title Insurance Company and EMC Planning Group Inc.

4.4.2 Projections

Future development will result in the conversion of agricultural uses to non-agricultural uses.

4.4.3 Issues

There are two agricultural resource issues that need to be considered: the conversion of prime agricultural land and the existence of land conservation contracts.

Future development will result in the conversion of prime agricultural land to non-agricultural uses. The conversion of agricultural uses to non-agricultural uses may lead to the loss of agricultural jobs and may impact the local economy. However, this may be offset by the creation of industrial, commercial, and administrative and professional office jobs, and may result in a net gain in jobs in this area. Further, these types of jobs may be higher wage jobs.

Four properties in this area are currently under land conservation contracts. The area plan has been designed to provide all necessary infrastructure outside of these properties and the remaining portion of this area can be developed independent of these properties. The existence of these land conservation contracts is not expected to be a constraint to future development.

4.4.4 Area Plan Map

The following land use designation is related to agricultural resources:

Open Space/Parks (OP)

Open Space/Parks are lands utilized for public and private outdoor recreation purposes including limited cultural uses such as amphitheaters, public art and museums associated with a public park. Approximately 225 acres have been designated as open space/parks including a golf course, a linear park, and the creek corridor. These recreational amenities have been located in areas containing agricultural resources.

The following goals, policies and implementation programs supplement the existing goals, policies, and implementation programs in the general plan.

4.4.5 Goals

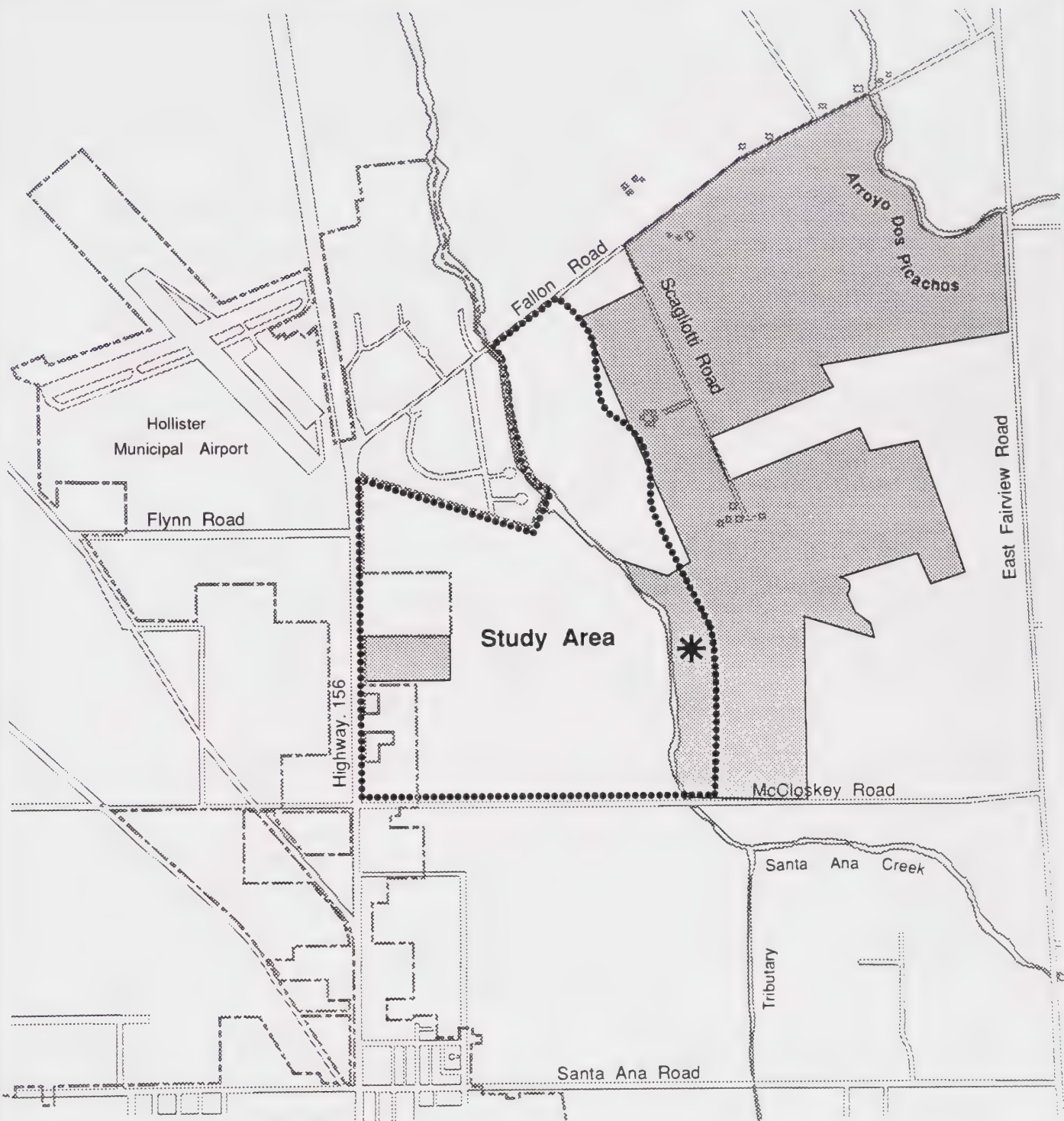
- Accommodate future development while protecting prime agricultural land from the premature conversion from agricultural uses to non-agricultural uses.

4.4.6 Policies

1. Discourage the premature conversion of prime agricultural land to non-agricultural uses through phasing of future development.
2. Ensure that areas placed within the city's sphere of influence are free of land conservation contracts. Existing land conservation contracts may need to be canceled by the city prior to inclusion within the city's sphere of influence.

4.4.7 Implementation Programs

- A. In order to avoid the premature conversion of prime agricultural land to non-agricultural uses, the city shall adopt a phasing program, such as the one recommended in this area plan, prior to amendment of the city's sphere of influence to accommodate future development. The phasing program should include various alternative growth patterns and should include thresholds or triggers to implement the phasing.
- B. The city shall ~~cancel~~ ensure that all existing land conservation contracts are canceled prior to amendment of the city's sphere of influence boundary.



* Williamson Act contract for this area terminates in 1996



0 1000 2000 3000

Source: Chicago Title Insurance Company and EMC Planning Group Inc.



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Northeast Hollister Area Plan **Williamson Act Lands** (McCloskey Rd. to Fallon Rd. and Hwy. 156 to Fairview Rd.)

Figure
12

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4.5 Hydrological Resources

4.5.1 Setting

There are two significant surface water features in the city: the San Benito River and Santa Ana Creek. This area is located adjacent to Santa Ana Creek. Santa Ana Creek drainage originates from the higher elevations to the southeast, flows through the valley, and combines with Tequisquita Slough and Pacheco Creek near San Felipe Lake.

Santa Ana Creek is tributary to the San Felipe Lake. San Felipe Lake flows through a man-made diversion channel known as Miller's Canal, which introduces surface water to the Pajaro River and eventually Monterey Bay. San Felipe Lake is privately owned and without flood control improvements. Therefore, San Felipe Lake is not capable of regulating storm drainage flows.

Santa Ana Creek flood potential exists only in limited areas. The most critical area is where the creek is adjacent to the Hollister Business Park. This is between Highway 156 and about 3,500 feet south of the Fallon Road's crossing of Santa Ana Creek (Planning Analysis and Development 1993). There has been consideration of a flood control project for this area. Improvements in this area could include channel improvements along Santa Ana Creek which could remove the industrial parks north and south of Fallon Road from the 100-year floodplain.

According to the Federal Emergency Management Agency Flood Insurance Rate Map, the eastern portion of this area is within a special flood hazard area inundated by the 100-year flood. The overbanks in this reach are subject to sheetflow flooding with an average depth of one-foot and characterized by unpredictable flow paths (Federal Emergency Management Agency 1991). A major contributor to the floodplain appears to be inadequate storm drainage capacity at the Fallon Road bridge over Santa Ana Creek. These existing culverts do not have adequate capacity to accommodate the 100-year storm event and results in flooding upstream of these existing culverts. Figure 13 illustrates the 100-year floodplain based on information from the Federal Emergency Management Agency.

According to property owners, there is some question whether the 100-year floodplain is accurately represented in this area. The United States Army Corps of Engineers and the National Flood Insurance Program prepared flood boundary maps illustrating that very little, if any, of this area contains floodplain. Mostly, these flood boundary maps illustrate that the floodplain is confined to the creek itself (Bissell & Karn, Inc., 1985).

The 1991 FEMA floodplain maps, which are based on a more refined analysis of the basin than previous mapping, show the current boundaries of the floodplain. The County of San Benito, in cooperation with the city, have retained a consultant to perform a refined analysis of the Santa Ana Creek basin, with the goal to provide plans and implementation programs for mitigation of development within the basin

(George Lewis, City of Hollister Engineering Department, memo to consultant, July 13, 1995).

4.5.2 Projections

Future development is expected to increase the amount of impervious surfaces with a corresponding increase in the amount of drainage following each storm event. Increased drainage may contribute to additional flooding problems in this area.

4.5.3 Issues

Future development is constrained by hydrological resources. Portions of the industrial business park are located within the floodplain area and will have to be protected from flooding through the incorporation of measures to reduce or eliminate the flooding potential in this area.

In response, the area plan concept utilizes the existing floodplain by providing primarily recreation land uses in the identified floodplain. These recreation land uses could be used to reduce or eliminate the floodplain on the remainder of this area by providing detention basins, thereby reducing the need for more extensive flood control improvements to Santa Ana Creek and San Felipe Lake.

4.5.4 Area Plan Map

The following land use designation is related to hydrological resources:

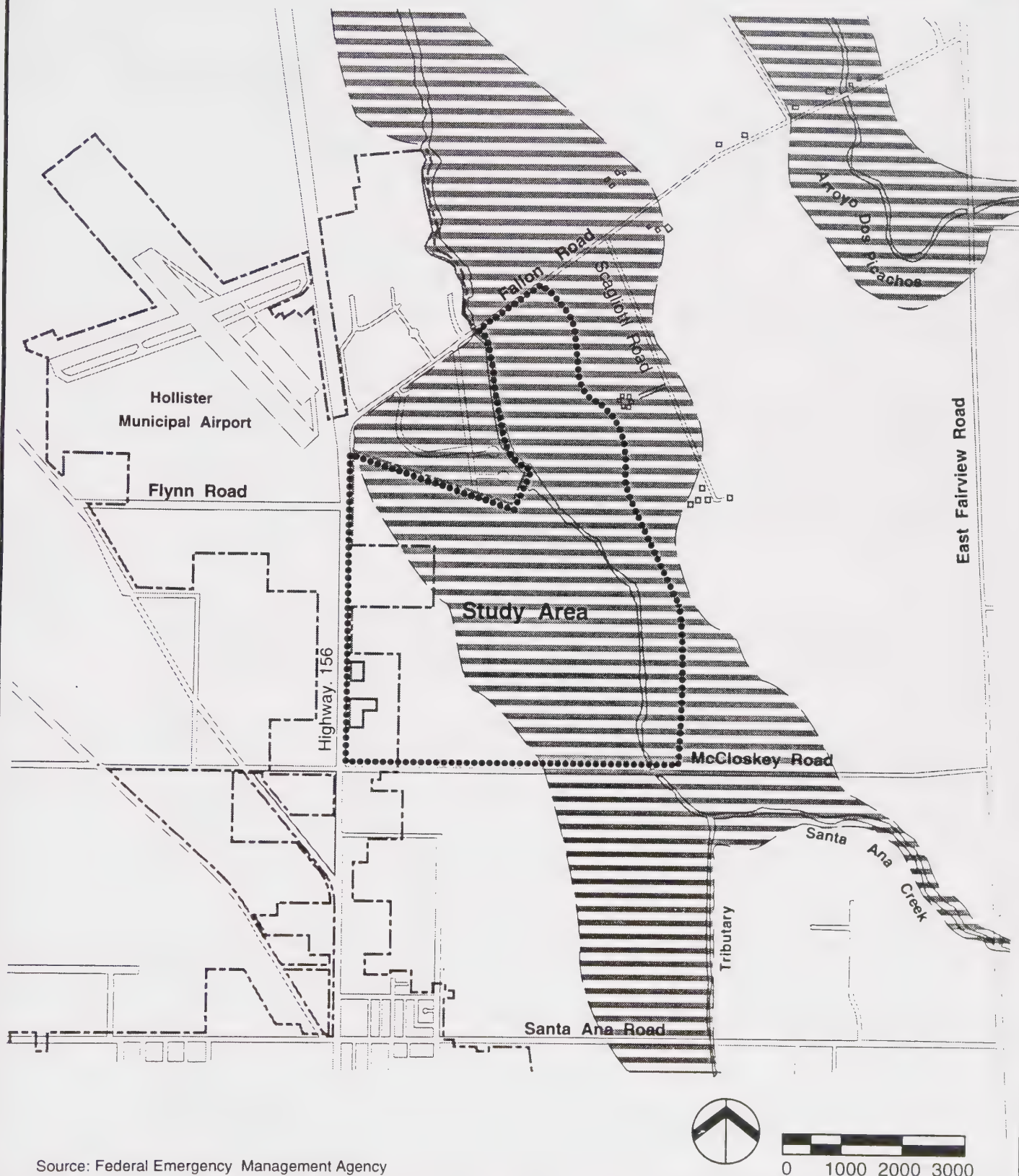
Open Space/Parks (OP)

Open Space/Parks are lands utilized for public and private outdoor recreation purposes, including limited cultural uses such as amphitheaters, public art and museums associated with a public park. Approximately 225 acres have been designated as open space/parks including a golf course, a linear park, and the creek corridor. These recreational amenities have been located in areas containing hydrological resources.

The following goals, policies and implementation programs supplement the existing goals, policies, and implementation programs in the general plan.

4.5.5 Goals

- Accommodate future development while protecting future development from flood hazards.



Source: Federal Emergency Management Agency



A Land Use Planning
and Design Firm

Northeast Hollister Area Plan **100-Year Floodplain** (Depth = 1 foot)

Figure
13

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4.5.6 Policies

1. Future development ~~ers should~~ shall be designed to avoid the flood hazard or to provide flood control improvements to protect future development from the flood hazard.

4.5.7 Implementation Programs

Implementation Programs have been revised and combined with those presented in Section 8.3.7.

~~A. Future developers shall improve the existing culverts along Santa Ana Creek at Fallon Road. Improvements are necessary to provide additional downstream storm drainage capacity and reduce the flooding potential within this area. The project proponents shall be required to pay a proportionate share of these improvements and other downstream improvements, as necessary. These facilities should be included in the master drainage and erosion control plans subject to the review and approval by the city prior to approval of tentative maps.~~

~~Plans are being prepared by the County of San Benito for the replacement of the Fallon Road Bridge over Santa Ana Creek. This will be a two-lane structure designed to current hydrological standards (George Lewis, City of Hollister Engineering Department, memo to consultant, July 13, 1995).~~

~~B. Future developers shall incorporate detention basins into the overall design of the golf course. These detention basins should be designed to accommodate the increased storm drainage generated from this area in order to regulate flows to the creek, as well as to provide creek overflow storage capacity during a storm event. This will reduce the flooding potential. These facilities should be included in the master drainage and erosion control plans subject to the review and approval by the city prior to approval of tentative maps.~~

GA. Future developers shall install and maintain oil and grease separators in the storm drainage system of large parking lots (50 or more cars). Annual maintenance of the separators, as well as a sweeping program for the parking lot should be required. Viable data verifying the value of the units will be submitted. Other viable methods will also be considered. Proposed facilities will be included in the master drainage and erosion control plans subject to the review and approval by the city prior to approval of tentative maps.

(Oil and grease interceptors are proposed based on current research and practices. As more data is collected on design and performance of this and other best management practices, other method may be preferred. Water quality concerns should be addressed using the most cost-effective best management practices available, at the time of construction, that are acceptable to the city. Oil and grease interceptors are presented as an example of a best management practice that is currently recognized.)

4.6 Biological Resources

4.6.1 Setting

Plant Communities and Species

Three plant communities dominate this area: agricultural fields, orchards, and riparian forest. No seasonal wetlands appear to be present, as agricultural fields and orchards generally do not support the plant species adapted to saturated soils (Planning Analysis and Development 1993). Portions of Santa Ana Creek do including agricultural ponding.

The California Natural Diversity Data Base (hereinafter "data base") was consulted to identify any occurrences of rare, threatened, endangered, and sensitive plants, animals, and natural communities in this area. The data base is the most complete single source of information on the status of sensitive plant and animal species, as well as natural communities. Based on a review of the data base no rare, threatened, endangered, or sensitive plant species have been located within this area.

Animal Communities and Species

The undeveloped portions of this area may support a variety of wildlife, especially bird species. Permanent, migrant, or seasonally resident bird species are found throughout the region, although the majority are more frequently observed along waterways, particularly the San Benito River and Santa Ana Creek. Many of the riparian animal species forage in adjacent crop and grasslands.

The data base identified this area as an area containing special animals, except for the area containing existing development adjacent to Highway 156. The special animal is the San Joaquin Kit Fox (*Vulpes macrotis mutica*). The kit fox was once widely distributed throughout the native grasslands that formerly occupied the low rolling hills rimming the San Joaquin, Salinas, Santa Clara, and San Benito Valleys. Agricultural uses, and more recently, urban uses, have eliminated or fragmented their habitat, resulting in a 50 percent reduction in their population.

The kit fox is federally-listed as endangered and state-listed as threatened. It needs loose-textured sandy soils for burrowing and a suitable prey base. It was last seen southeast of the city in 1992. The kit fox is presumed to be still in existence as no evidence to the contrary has become available. Threats to this animal species include agriculture, grazing, development, and competition from red foxes and possibly coyotes.

In response to previous sightings, the county designated the area east of Fairview Road as a potential kit fox habitat area. Future development within the county-designated kit fox habitat area boundaries will be assessed an impact fee for every home or acre developed, under the terms of the Habitat Conservation Agreement with the United States Fish and Wildlife Service. (Rob Mendiola 1993) This area is not located within the county-designated kit fox habitat area boundaries (Mary

Paxton, telephone conversation with consultant, December 22, 1995), and Future development will not be subject to impact fees.

The following special status animal species were not identified in the data base, but have been observed in or are believed to be located within the region (Planning Analysis and Development 1993):

- **Tricolored Blackbird.** This animal species may be present in this area due to the presence of ponding along portions of Santa Ana Creek. However, because of the nature of the ponding (agricultural) and the human disturbances, the presence of the tricolored blackbird is unlikely.
- **Golden Eagle.** This animal species is not expected to be present in this area because of the existing agricultural uses.
- **Burrowing Owl.** This animal species may be present in this area.
- **Northern Harrier.** This animal species is not expected to be present in this area due to the absence of grassland, ruderal, and marsh habitats.
- **Yellow Warbler.** This animal species may be present in this area, but would be expected to be limited to the creek corridor, which will be protected through the implementation of the area plan.
- **Bank Swallow.** ~~This animal species may be present in this area, but would be expected to be limited to the creek corridor, which will be protected through the implementation of the area plan.~~ This area of Hollister does not contain suitable habitat for the bank swallow (Bryan Mori, Biological Consulting Services, telephone conversation with consultant, November 7, 1995.) Therefore, the animal species is not expected to be present within the project site.
- **Southwestern Pond Turtle.** This animal species is not expected to be present in this area due to the absence of permanent aquatic habitat. Santa Ana Creek is dry during certain periods of the year.
- **California Tiger Salamander.** This animal species is not expected to be present in this area due to the absence of grassland and woodland habitats.
- **Red-Legged Frog.** This animal species is not expected to be present in this area due to the absence of freshwater ponds, marshes, and slow-moving streams with extensive emergent vegetation or other dense cover along the water's edge. However, this species was found in the Tequisquita Slough, downstream from Santa Ana Creek (Ken Aasen, California Department of Fish and Game, letter to Bill Card, City of Hollister, August 29, 1995).
- **Western Spadefoot Toad.** This animal species is not expected to be present in this area due to the absence grassland or mixed woodland and grassland habitats. However, if any ponded areas are to be impacted, impacts to western spadefoot toad must also be addressed (Ken Aasen, California Department of Fish and Game, letter to Bill Card, City of Hollister, August 29, 1995).

Table 9 presents a summary of the potential special status animal species that may occur in the region.

TABLE 9
Potential Special Status Animal Species in Region

Common Name	Scientific Name	Federal Status	State Status
Mammals			
San Joaquin Kit Fox	<i>Vulpes macrotis mutica</i>	E	T
Birds			
Tricolored Blackbird	<i>Agelaius tricolor</i>	C2	CSC
Golden Eagle	<i>Aquila chrysaetos</i>	NA	CSC
Burrowing Owl	<i>Athene cunicularia</i>	NA	CSC
Northern Harrier	<i>Circus cyaneus</i>	NA	CSC
Yellow Warbler	<i>Dendroica petechia</i>	NA	CSC
Bank Swallow	<i>Riparia riparia</i>	NA	T
Reptiles			
Southwestern Pond Turtle	<i>Clemmys marmorata pallida</i>	PR	CSC
Amphibians			
California Tiger Salamander	<i>Ambystoma tigrinum californiense</i>	*	CSC
Red-Legged Frog	<i>Rana aurora daytoni</i>	PR	CSC
Western Spadefoot Toad	<i>Scaphiopus hammondi</i>	C2	CSC

E = Federal Endangered

C2 = Federal Candidate for Listing (List 2)

PR = Federal Proposed for Listing

NA = Not Applicable

T = State Threatened

CSC = State Species of Special Concern

- * FWS recently found that the species was "warranted but precluded" meaning that there was enough information to list the species but other species whose populations are more imperiled were listed instead. However, the species does have the potential for listing at any time and should be treated as a Candidate 1 species (Alison Willy, U.S. Fish and Wildlife Service, October 19, 1994).

Source: California Natural Diversity Data Base (1992)

Regulatory Information

The California Department of Fish and Game has direct jurisdiction under Fish and Game Code sections 1601-1603 with regard to any proposed activities that would

divert or obstruct the natural flow or change the bed, channel, or bank of any stream (Brian Hunter 1993).

The United States Army Corps of Engineers also has jurisdiction over the discharges of fill to streams and wetlands under Section 404 of the Clean Water Act (Brian Hunter 1993).

4.6.2 Projections

The area plan proposes to maintain recreation and open space uses (including the creek) on the eastern portion of this area. This was done to maintain low intensity recreation uses and open space along this sensitive creek corridor. The recreation uses include a golf course, linear park, and regional trail. The open space uses include a ~~100-foot~~ an appropriate setback from the creek centerline (as recommended by the California Department of Fish and Game in accordance with general plan Policy II.E.2.p) to provide open space and a wildlife travel corridor. No buildings, yards, or turf will be permitted within the setback area.

Future development may result in the removal of some riparian habitat in and adjacent to Santa Ana Creek. Although no future development will be allowed in the creek corridor setback area, it will be necessary to construct transportation and public service infrastructure improvements that cross the creek corridor. The creek corridor may accommodate some of the animal species expected to occur in the region, including special status animal species such as the tricolored blackbird, yellow warbler, and bank swallow.

Future development may impact special status plant and animal species. However, habitat for special status plant and animal species are limited to the riparian habitat along Santa Ana Creek.

Future development may increase pressure on existing wildlife habitat areas. However, the area plan includes approximately 225 acres of recreation and open spaces areas that will assist in wildlife habitat mitigation. Further, the recreation and open space areas will assist in providing a transition from the urban uses to rural uses located east of this area.

4.6.3 Issues

Future development is constrained by riparian habitat along Santa Ana Creek. The area plan has been designed to locate recreation and open space uses along the creek corridor. This will ensure that the creek corridor is maintained in a natural state and will also provide a passive recreation opportunity for the city. However, some riparian habitat may require removal to accommodate transportation and public service infrastructure improvements that cross the creek corridor.

This area may be considered appropriate habitat for the San Joaquin kit fox, the yellow warbler, the red-legged frog, the Western spadefoot toad, and the burrowing owl.

4.6.4 Area Plan Map

The following land use designation is related to biological resources:

Open Space/Parks (OP)

Open Space/Parks are lands utilized for public and private outdoor recreation purposes, including limited cultural uses such as amphitheaters, public art and museums associated with a public park. Approximately 225 acres have been designated as open space/parks including a golf course, a linear park, and the creek corridor. These recreational amenities have been located in areas containing biological resources.

The following goals, policies and implementation programs supplement the existing goals, policies, and implementation programs in the general plan.

4.6.5 Goals

- Accommodate future development while maintaining the creek corridor in its natural state to the maximum extent feasible.
- Accommodate future development while minimizing impacts to special status plant and animal species that may be present.

4.6.6 Policies

1. Impacts to riparian habitat should be minimized and riparian habitat areas should remain in their natural state to the maximum extent feasible. Impacts would result from certain improvements such as road crossings, culverts, and channelization. If improvement to creeks must be made for reasons of public health and safety, retention basins would be preferable to channelization of the entire creek. In areas that must be channelized, it is recommended that the channel be oversized in order to allow for vegetation along both banks.
2. Future development should cause no net loss of either wetland or wetland habitat.
3. Future development should cause no net loss of habitat that may be essential for the survival of special status plant and animal species.

4.6.7 Implementation Programs

- A. The project proponents shall designate the existing modified creek corridor extending ~~100 feet, measured outward from the top of the creekbank (or the outer edge of the riparian drip line, whichever is greater)~~ as required in general plan policy II.E.2.p. by providing a protective buffer, as recommended by the California Department of Fish and Game, and dedicate the creek corridor or open space and passive recreational uses to the city or some other public or quasi-public agency. In addition:

1. Portions of the golf course may be located within the permanent open space area, but shall be located outside of the riparian vegetation within the permanent open space area. No golf holes shall cross the creek.
2. Portions or all of the regional trail may be located within the permanent open space area, but shall be located outside of the riparian vegetation within the permanent open space area.

The designation of the creek corridor as permanent open space is subject to the review and approval by the city prior to approval of the use permit for the golf course tentative maps. The dedication of the permanent open space, including the actual width or improvement of the buffer, shall be made prior to approval of the final maps golf course use permit

Please also refer to revised Implementation Programs in Section 8.4.7..

- B. ~~Future development should utilize native plant species in revegetation plans, especially adjacent to the creek corridor, subject to the review and approval by the city prior to design review approval.~~
- C. ~~Future development (i.e. the extension of Flynn Road) resulting in the removal of wetland or wetland habitat shall replace any wetland or wetland habitat on-site or immediately off-site along the creek corridor at a ratio of up to 3:1. Replacement of habitat at a lower ratio may be appropriate if the replacement is completed prior to the loss of the original habitat. This shall be subject to the review and approval by the California Department of Fish and Game and the United States Army Corps of Engineers.~~
- D. ~~A kit fox survey shall be conducted if deemed necessary by the California Department of Fish and Game. Surveys should be done using California Department of Fish and Game Guidelines. Camera station surveys, at a rate of four cameras per square mile, should also be included. The survey shall be conducted by a qualified biologist and a report shall be submitted for review and approval by the city prior to approval of tentative maps.~~
- H. ~~A burrowing owl survey shall be conducted in the spring if deemed necessary by the California Department of Fish and Game. Surveys should be done using California Department of Fish and Game Guidelines. The survey shall be conduct by a qualified biologist and a report shall be submitted for review~~

~~and approval by the city prior to approval of tentative maps. Recommendations of the spring survey shall be implemented prior to construction.~~

- B. A qualified wetlands specialist shall determine the presence or absence of wetlands in the vicinity of the creek. Future development (i.e. Santa Ana Creek channel improvements or the extension of Flynn Road) which involve the unavoidable loss of wetland and/or riparian areas shall replace any such loss on-site along the creek corridor, and shall require project sponsors to develop re-vegetation plans that offset losses of biotic values (e.g. wetlands and riparian vegetation), in coordination with the recommendations of the California Department of Fish and Game and the U.S. Army Corps of Engineers. The re-vegetation plans shall be prepared prior to issuance of the applicable permits; re-vegetation shall be accomplished with the proposed infrastructure/channel improvement. (Reference general plan policy III 63.)
- C. A kit fox survey shall be conducted if deemed necessary by the California Department of Fish and Game. Surveys should shall be done using California Department of Fish and Game guidelines. Camera station surveys, at a rate of four cameras per square mile, should also be included. The survey shall be conducted by a qualified biologist and a report shall be submitted to review and approval by the city prior to approval of tentative maps. If it is determined that the project site is kit fox habitat, a fee shall be paid to the appropriate agency for the provision of off-site kit fox habitat. This is considered a form of mitigation banking as required in general plan policy III 62. The fee will be required prior to issuance of a building permit. If kit fox den(s) occupied by young kit fox are found on the project site, building permits shall not be issued until the young have left the den. If the qualified biologist performing the survey determines that the project site is not kit fox habitat, no mitigation measures shall be required.
- D. A burrowing owl survey shall be conducted in the spring if deemed necessary by the California Department of Fish and Game. Surveys should shall be done using California Department of Fish and Game guidelines. The survey shall be conducted by a qualified biologist and a report shall be submitted for review and approval by the city prior to approval of tentative maps. If adult burrowing owls are found during the survey, they shall be relocated by a qualified biologist, in conjunction with the California Department of Fish and Game, prior to issuance of a building permit. If burrowing owl den(s) occupied by juvenile owls are found on the project site, building permits shall not be issued until the young have left the den. If the qualified biologist performing the survey determines that the project site is not burrowing owl habitat, no mitigation measures shall be required.
- E. Either a or b shall be utilized:
- a. A surveys for yellow warbler shall be performed by a qualified biologist using California Department of Fish and Game protocol. If the yellow warbler is found to be present, then channel improvements to Santa Ana Creek shall not take place during the species nesting season. This limi-

tation shall be included in the construction plans and specifications for channel improvements to Santa Ana Creek. or:

- b. Channel improvements to Santa Ana Creek shall not take place during the nesting season of the yellow warbler. This limitation shall be included in the construction plans and specifications for channel improvements to Santa Ana Creek.
- F. If implementation program B above results in a positive identification of red-legged frog habitat, a red-legged frog survey shall be conducted during the breeding season for the frog, if deemed necessary by the California Department of Fish and Game. The survey shall be done using California Department of Fish and Game protocol. The survey shall be conducted by a qualified biologist and a report shall be submitted for review and approval by the city prior to issuance of a permit for channel improvements to Santa Ana Creek. If red-legged frogs are found during the survey, the individuals shall be relocated by a qualified biologist, in conjunction with the California Department of Fish and Game. If the qualified biologist performing the survey determines that red-legged frogs are not present in Santa Ana Creek, no further mitigation measures shall be required.
- G. If implementation program B above results in a positive identification of western spadefoot toad habitat, a western spadefoot toad survey shall be conducted during the breeding season for the toad, if deemed necessary by the California Department of Fish and Game. The survey shall be done using California Department of Fish and Game protocol. The survey shall be conducted by a qualified biologist and a report shall be submitted for review and approval by the city prior to issuance of a permit for channel improvements to Santa Ana Creek. If western spadefoot toads are found during the survey, a habitat management plan shall be prepared by a qualified biologist, in conjunction with the California Department of Fish and Game. Any construction impacting the toad habitat shall not be permitted, until the habitat management plan has been approved and implemented. If the qualified biologist performing the survey determines that western spadefoot toads are not present in Santa Ana Creek, no further mitigation measures shall be required.

4.7 Air Resources

4.7.1 Setting

This area is within the North Central Coast Air Basin, which is comprised of Santa Cruz, San Benito, and Monterey Counties. This basin covers an area of 5,159 square miles, the southern portion of which encompasses the San Benito Valley, which runs northwest-southeast and opens on the northwest end into the Monterey Bay coastal plain. The prevailing wind direction in the city is westerly.

The air pollution potential for the county as a whole is relatively high (particularly with respect to photochemical pollutants) due to hot summer temperatures, abundant sunlight, and the presence of these frequent temperature inversions that limit the dispersion of pollutants and mixing of air layers. The air basin encounters its most significant air quality problems in late spring and fall when a combination of weak onshore winds and a stable temperature create an inversion that restricts the vertical and horizontal dispersion of pollutants.

Air Quality Standards

Regulation of air quality is achieved through both federal and state ambient air quality standards and emissions limits for individual sources of air pollutants.

National Standards. The United States Environmental Protection Agency has established the National Ambient Air Quality Standards (hereinafter "national standards") for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, small-diameter particulate matter, and lead. They also designated air basins as either "attainment" or "non-attainment" for each of these air pollutants, based on whether or not the national standards have been achieved. This air basin has been designated as non-attainment for the national standard for ozone. The national standards for carbon monoxide, nitrogen dioxide, sulfur dioxide, and small-diameter particulate matter have not been exceeded.

State Standards. The state established its own standards for these air pollutants, referred to as the State Ambient Air Quality Standards (hereinafter "state standards"), which are more stringent than their corresponding national standards. As required by the California Clean Air Act, patterned after the Federal Clean Air Act, areas have been designated as attainment or non-attainment for each of these air pollutants, based on whether or not the state standards have been achieved. This air basin has been designated as non-attainment for the state standards for ozone and small-diameter particulate matter. The state standards for carbon monoxide, nitrogen dioxide, and sulfur dioxide have not be exceeded.

Table 10 presents the national and state ambient air quality standards for five of these air pollutants. Lead has not been included in this table.

Ambient Air Quality

The Monterey Bay Unified Air Pollution Control District (hereinafter "air district") operates a series of ambient air quality monitoring stations throughout the air basin. These monitoring stations measure the ambient concentration of the above-mentioned air pollutants. There is a monitoring station located in the city. Table 11 presents a comparison of air quality measurements for ozone and small-diameter particulates from the monitoring station in the city with the state standards for the years 1987 through 1993.

Based on the information in this table, 18 exceedences of the state standard for ozone and two exceedences of the state standard for small-diameter particulate matter were recorded in the area of the city between 1987 and 1994.

TABLE 10

National and State Ambient Air Quality Standards

Air Pollutant	Averaging Time	National Standard	State Standard
Ozone	1 hour	0.12 ppm	0.09 ppm
Carbon Monoxide	1 hour 8 hours	35.00 ppm 9.00 ppm	20.00 ppm 9.00 ppm
Nitrogen Dioxide	1 hour annual	-.-- 0.053 ppm	0.25 ppm -.--
Sulfur Dioxide	1 hour 24 hours annual	-.-- 0.104 ppm 0.03 ppm	0.25 ppm 0.05 ppm -.--
Small-Diameter Particulates	24 hours annual	150.00 ug/m3 530.00 ug/m3	50.00 ug/m3 50.00 ug/m3

ppm = parts per million

ug/m3 = microns per cubic meter

Source: California Air Resources Board

TABLE 11

Hollister Monitoring Station Air Pollutant Summary

Pollutant	Std.	Year							
		1987	1988	1989	1990	1991	1992	1993	1994
Ozone									
Highest 1-Hour Average (ppm)	0.09	0.12	0.10	0.10	0.11	0.10	0.10	0.10	0.10
Number of Exceedences		6	4	2	3	1	1	1	1
Small-Diameter Particulate Matter									
Highest 24-Hour Average (ug/m3)	50	54	71	58	48	55			
Number of Exceedences		1		0	1				
Annual Geometric Mean (ug/m3)	30	19.8	20.1	22.2	19.0	20.5			
Number of Exceedences		0	0	0	0	0			

ppm = parts per million

ug/m3 = microns per cubic meter

Source: California Air Resources Board

Ambient Air Quality Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities. These land uses are not included in this area or surrounding areas.

4.7.2 Projections

Future development ~~has the potential to~~ will generate additional air pollutants through construction and operation of the industrial, commercial, and recreational uses in this area.

Future development is expected to result in construction-related air ~~pollutant~~ emissions during construction activities. Construction activities contribute to increased levels of nitrogen oxides and small-diameter particulate matter. Particulate emissions vary from day to day depending on the level of construction activity, the specific construction activities, and the climatic conditions. However, the amount of particulate emissions can be expected to be similar to the amount generated by existing agricultural operations.

Future development is expected to result in additional traffic. However, given the existing jobs to housing imbalance in the city and the fact that a significant portion of the employment base commutes out of the region, it is expected that future employment base for future development will replace at least a portion, and maybe a significant portion, of the employment base that commutes outside of the region, thereby reducing the overall vehicle miles traveled in the air basin.

For industrial activities, the air district determines whether direct emissions associated with equipment or process operation of the facilities will comply with all applicable district rules and regulations. If found in compliance, the air district issues a permit for that industrial activity.

4.7.3 Issues

Future development is not expected to generate a significant amount of additional air emissions over existing conditions.

4.7.4 Area Plan Map

None of the land use designations on the area plan map relate to air resources. No additional goals, policies or implementation program are necessary to supplement the existing goals, policies and implementation programs in the general plan.

4.8 Acoustical Resources

4.8.1 Setting

Noise Sources

The existing ambient noise environment throughout the city can be characterized as quiet and largely unaffected by man-made sources of noise. However, adjacent to the major roadways in the city, the ambient noise environment is largely determined by vehicles. Additionally, intrusive noise sources, such as railroad operations and airport operations, can occasionally be heard above the generally quiet background noise environment. Other noise sources are seasonal in nature and include agricultural operations. This area is affected by noise from roadway operations, airport operations, agricultural operations, and stationary sources, such as industrial and commercial uses. No railroads operations are located in this area.

Roadway Operation. Highway 156 is the major roadway adjacent to this area. Highway 156 north of Santa Ana Road ranges from 67 dBA to 74 dBA, Leq at a distance of 50 feet from the roadway centerline. Generally, industrial and commercial uses front Highway 156. These are appropriate land uses because they are less noise sensitive. Other roadways include Fallon Road and McCloskey Road. Currently, neither of these roadways carry a substantial amount of vehicle traffic and therefore, do not generate substantial noise levels.

Airport Operations. The airport is located northwest of this area on the west side of Highway 156. Significant noise levels from existing and future airport operations do not affect this area as the types of land uses proposed in this area are generally compatible with these noise levels. Figure 14 illustrates the existing noise levels for the airport operations. Figure 15 illustrates the future noise levels for the airport operations.

Agricultural Operations. Agricultural noise sources are seasonal and include the operation of heavy trucks and machinery which add to ambient noise levels. Since these noise sources are seasonal and intermittent, they cannot be expressed in terms of absolute noise levels.

Stationary Operations. Industrial noise sources also contribute to the noise environment. Industrial noise sources include refrigeration units, pool pumps, and air condition units. These are noticeable only in the immediate vicinity of these facilities.

Noise-Sensitive Receptors

Some land uses are considered more sensitive to ambient noise levels than others, due to the extent of noise exposure and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, and parks and outdoor recreation areas are generally more sensitive to noise than are industrial or commercial land uses. None of the noise

sensitive receptors, with the exception of one motel and some scattered rural residential uses, are located within or adjacent to this area.

The existing motel is located adjacent to Highway 156. It is surrounded by existing industrial and commercial uses. This existing motel probably experiences incompatible noise levels from adjacent roadway operations and industrial and commercial uses.

The existing scattered rural residential uses are located adjacent to existing major roadways and in some cases are surrounded by existing industrial and commercial uses. These existing rural residential uses probably experience incompatible noise levels from adjacent roadway operations and industrial and commercial uses.

Noise Regulation Information

The general plan contains general goals designed to alleviate existing noise problems and minimize future noise impacts. To provide a framework for implementing these goals, the noise element includes land-use compatibility guidelines. These guidelines rate the compatibility between various types of land uses based on average noise levels.

4.8.2 Projections

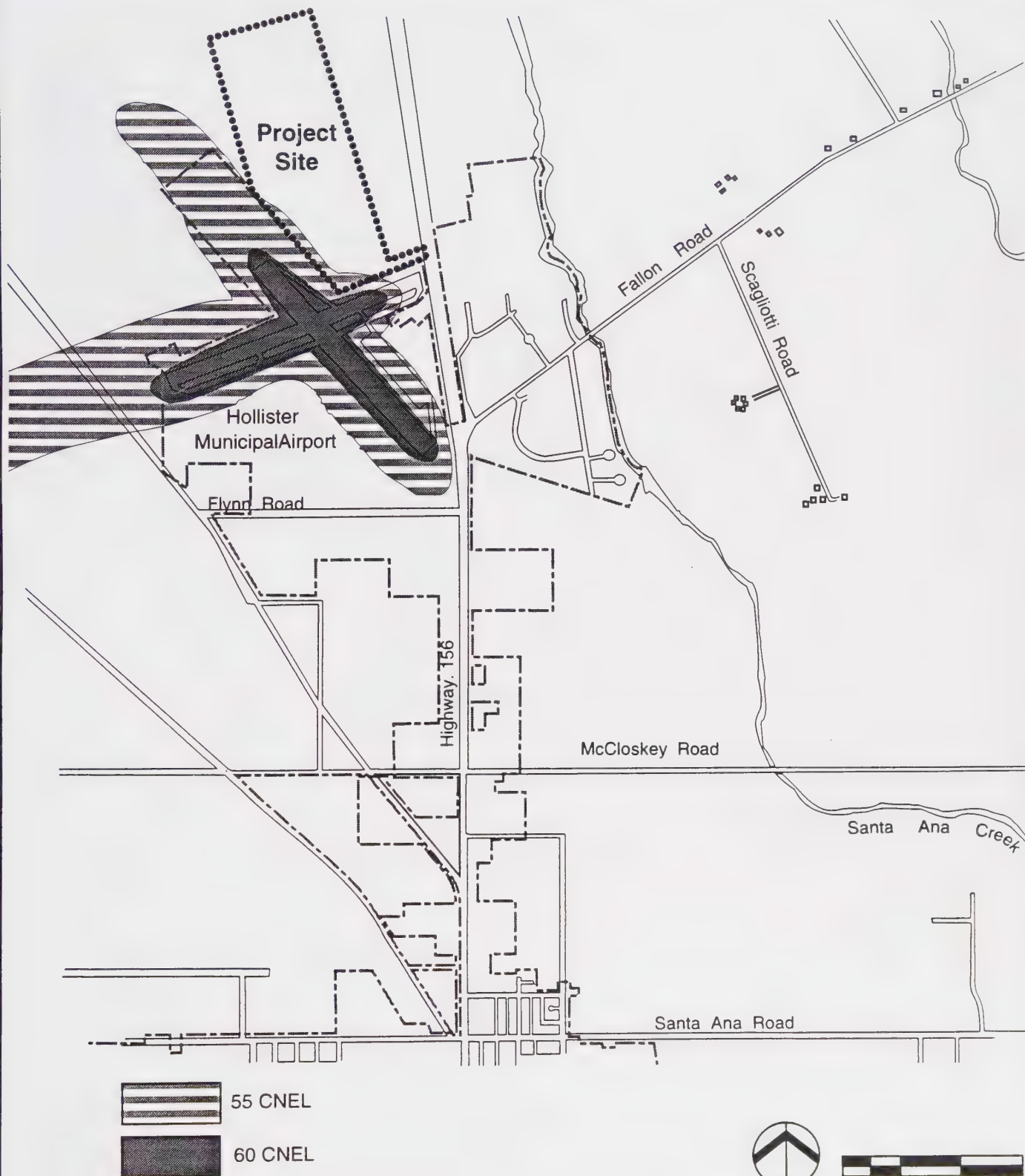
Future development is expected to result in an increase in construction-related noise levels on and immediately adjacent to construction sites. Construction-related noise, however, would be temporary and would not cause any long-term noise impacts (Planning Analysis and Development 1993).

Future development is expected to result in an increase in roadway noise levels. Roadway noise levels will increase on internal and external roadways, including Highway 156, Fallon Road, and McCloskey Road.

Highway 156 will continue to be one of the main sources of roadway noise. The roadway noise level is expected to increase from approximately 74 dBA, Leq to approximately 76 dBA, Leq in the future without planned roadway improvements. However, with planned roadway improvements, the traffic noise level is expected to remain at 74 dBA, Leq. Noise levels are at approximately 50 feet from the centerline of the roadway (Planning Analysis and Development 1993).

Fallon Road and McCloskey Road may carry substantial amounts of traffic in the future and land uses that are less noise-sensitive should be planned along these roadways. The area plan includes primarily industrial and commercial land uses along both of these roadways. These are considered to be compatible with the existing and future roadway noise levels. In general, the area plan includes less noise-sensitive land uses such as industrial and commercial land uses. These land uses are not expected to be impacted by existing or future roadway noise levels.

Future development may be affected by increases in airport noise levels in the future. A small portion of this area will be located within the future 55 CNEL noise



Source: Draft Hollister Municipal Airport Master Plan, 1986

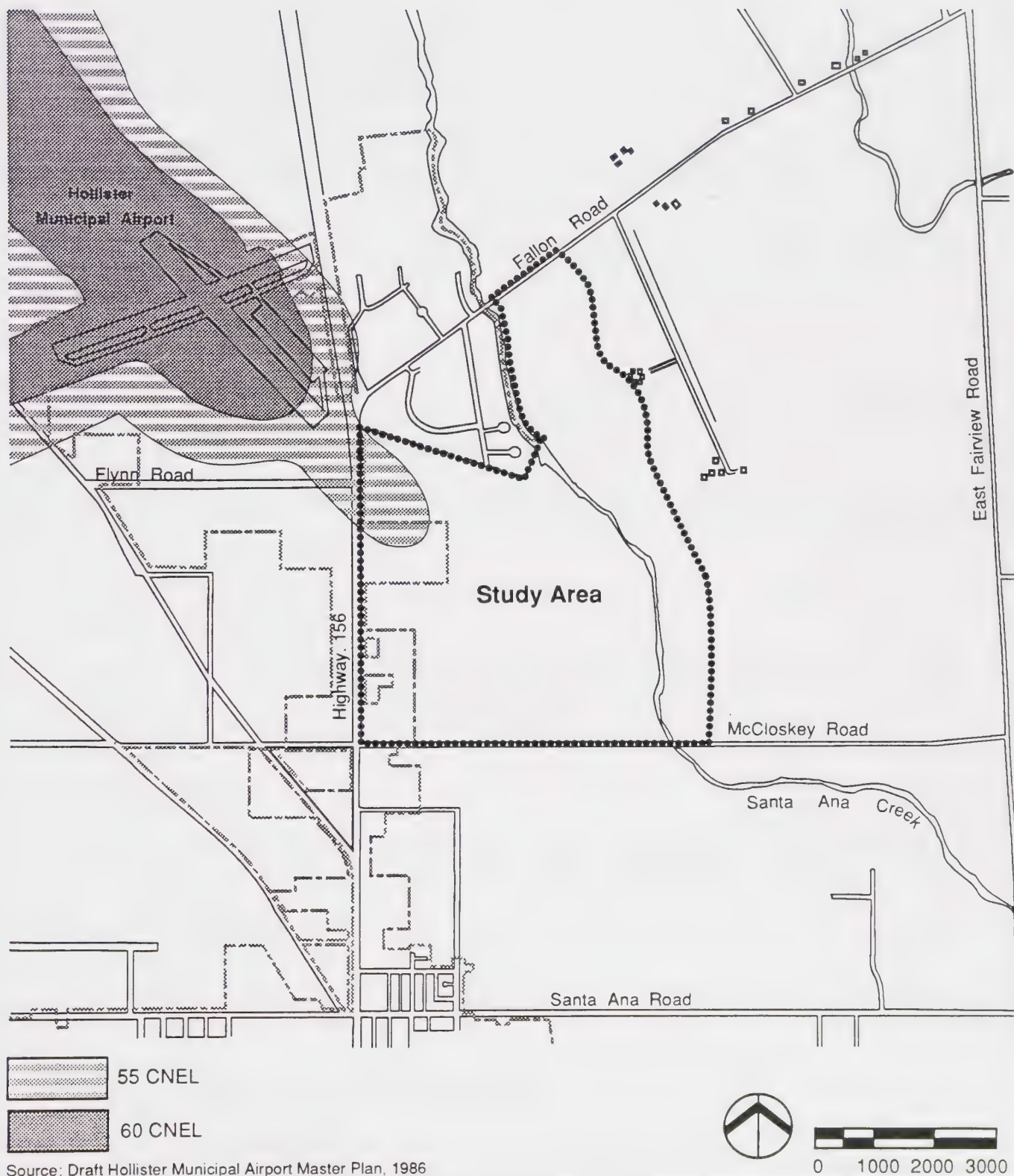


A Land Use Planning
and Design Firm

Northeast Hollister Area Plan Aircraft Noise Contours Current

Figure
14

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Source: Draft Hollister Municipal Airport Master Plan, 1986



A Land Use Planning
and Design Firm

Northeast Hollister Area Plan Future Airport Noise Levels

Figure
15

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contour. Portions, if not all of this area, have already been developed with industrial or commercial land uses. These land uses are compatible with airport noise levels and are not expected to be impacted by existing or future airport noise levels.

Future development will result in the elimination of the existing agricultural operations. With the elimination of agricultural operations, future agricultural noise levels will not impact this area.

Future industrial uses will increase stationary noise in the immediate vicinity of the industrial areas. However, the area plan includes no noise-sensitive land uses.

4.8.3 Issues

Future development is expected to result in an increase in construction-related noise levels on and immediately adjacent to construction sites. These are temporary in nature and are not considered significant noise impacts.

Future development is not considered to be constrained by existing or future noise sources in the area, including roadway operations, airport operations, agricultural operations, and industrial operations.

4.8.4 Area Plan Map

None of the land use designations on the area plan map relate to acoustical resources. The following goals, policies and implementation programs supplement the existing goals, policies, and implementation programs in the general plan.

4.8.5 Goals

- Accommodate future development while maintaining acceptable noise levels for the types of land uses included within the area plan.

4.8.6 Policies

1. Future development shall comply with the noise standards of the general plan.

4.8.7 Implementation Programs

- A. Future development shall be designed in accordance with the noise standards of the general plan subject to review and approval by the city prior to design review approval.

4.9 Visual Resources

4.9.1 Setting

The city lies near the southern end of the broad alluvial plain formed by the San Benito River. Surrounded on three sides by mountainous terrain, the city is situated at the focal point of a basin formed by Gabilan Mountains to the south and west, and by the Diablo Mountains to the east. These mountains provide a rugged, natural backdrop to the highly modified landscape along the alluvial plain that is a patchwork of urban and agricultural uses. In addition to the distant rim of the coastal mountains, the city is ringed by foothills to the east, south, and west. The city has been largely defined by its immediate agricultural surroundings set within a dramatic physical context.

This area is bounded by existing roadways that provide existing visual opportunities to residents and visitors. These roadways include Highway 156, Fallon Road, and McCloskey Road. The most distinct views are of the mountain ranges to the east of the valley. Santa Ana Creek could also provide future visual opportunities to residents and visitors and consideration should be given to this creek corridor as a visual amenity.

4.9.2 Projections

Future development in this area would result in a transition from rural character to urban character. This would be a logical urban extension of the existing urban uses located on the western portion of this area. Further, surrounding areas have been urbanized and contain existing industrial, commercial, and airport-related uses. These areas are located to the north, south, and west.

Future development may obstruct existing views to the foothills and mountains to the east from surrounding roadways. Although, it should be noted that existing industrial and commercial development in this area currently obstructs views to the foothills and mountains to the east.

Future development will introduce lighting sources and will increase light and glare within this area.

4.9.3 Issues

Future development is not constrained by existing visual resources. However, future development should consider the visual opportunities provided from the existing surrounding roadways and the creek corridor. The area plan concept has been designed to locate recreation and open space land uses along the creek corridor. This will ensure that the creek corridor is maintained in a natural state and will provide future visual opportunities for residents and visitors of the city.

4.9.4 Area Plan Map

The following land use designation is related to visual resources:

Open Space/Parks (OP)

Open Space/Parks lands are utilized for public and private outdoor recreation purposes, including limited cultural uses such as amphitheaters, public art and museums associated with a public park. Approximately 225 acres have been designated as open space/parks including a golf course, a linear park, and the creek corridor. These recreational amenities have been located in areas containing visual resources.

The following goals, policies and implementation programs supplement the existing goals, policies, and implementation programs in the general plan.

4.9.5 Goals

- Accommodate future development while maintaining the visual resources of this area.

4.9.6 Policies

1. Future development shall maintain views to the surrounding mountains from existing surrounding roadways and the creek corridor, to the maximum extent feasible.

4.9.7 Implementation Programs

- A. Future development shall provide appropriate setbacks as determined by future design standards along major internal and external roadways to preserve views to the surrounding foothills and mountains. The external roadways include Highway 156, Fallon Road, and McCloskey Road. This shall be subject to the review and approval by the city prior to approval of tentative maps.
- B. Future development shall place all new utilities underground. This shall be subject to the review and approval by the city prior to approval of tentative maps.
- C. Future development, including roadways, bicycle and pedestrian trails, and parking areas, should utilize low high-pressure sodium lighting, in accordance with general plan Policy III.E.66. This shall be subject to the review and approval by the city prior to the issuance of building permits.
- D. Future development should ensure that all outdoor lighting fixtures are fully shielded and installed so that no light is emitted above the horizontal plane

running through the base of the light fixture. This shall be subject to the review and approval by the city prior to design review approval.

- E. Any lighting associated with the golf course shall be confined to the general areas of the golf course support facilities including clubhouse, cart barns, maintenance areas, and driving range. No light shall be allowed to illuminate the creek corridor. This shall be subject to the review and approval by the city prior to design review approval.

4.10 Cultural Resources

4.10.1 Setting

Prehistoric Resources

Only a small percentage of the city has been surveyed for the presence of cultural resources. Nevertheless, the literature reveals that three prehistoric sites have been found in the city and surrounding areas. These finds are suggestive of one or more village sites in the city and surrounding areas and point toward the need for preliminary archaeological investigations prior to project implementation.

In 1990, the California Archaeological Inventory mapped areas of archaeological sensitivity within the city and surrounding areas. Figure 16 illustrates these areas. These areas represent the general vicinity in which archaeological resources are likely to exist based on topography and location of natural resources. There are no known prehistoric or historic archaeological resources within this area. However, the eastern portion of this area is identified as an area of archaeological sensitivity.

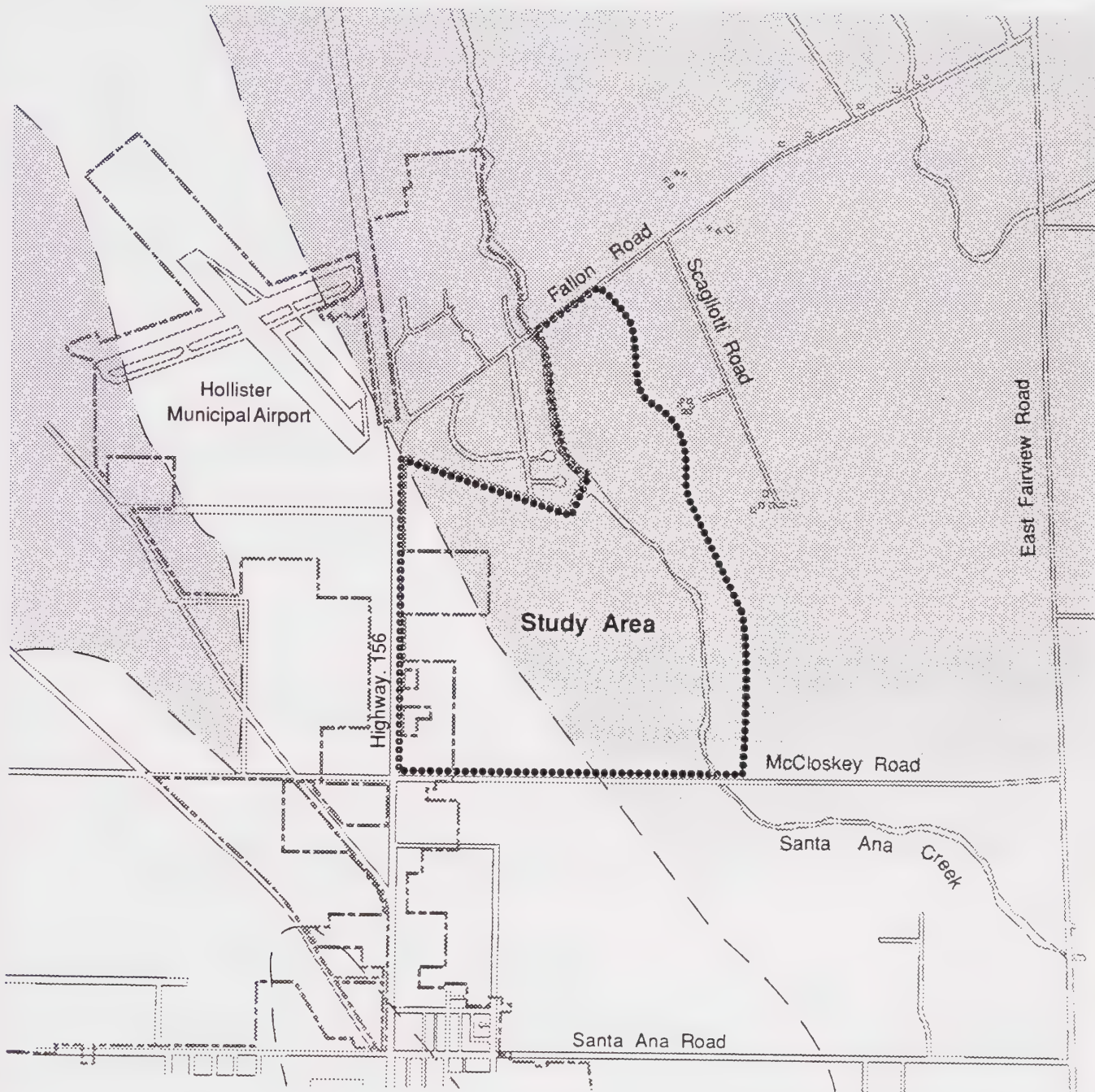
Historic Resources

Numerous historic properties have been identified in the city and surrounding areas generally including historic farm complexes, historic buildings, and historic bridges. However, there has been no comprehensive historic resources inventory for either the city or surrounding areas and there is a high probability of additional unrecorded historic properties. The city does not have a formal review process to evaluate proposed demolition or alteration of historic buildings.

There are no known historic or architectural resources within this area. In the past, this area has been used for agricultural operations, although recent industrial and commercial development has occurred in this area. None of these existing structures are considered historic or architectural resources.

4.10.2 Projections

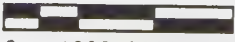
Future development has the potential to impact unknown buried archaeological resources, if present, within this area. However, most of this area has been and is in



 Area of Greater Archaeological Sensitivity

Source: Hollister General Plan EIR




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Northeast Hollister Area Plan Archaeological Sensitivity

Figure
16

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agricultural use, and it is likely that any unknown buried archaeological resources in these areas have been disturbed by the use of agricultural implements and machinery.

Future development is not expected to impact existing historic resources in this area.

4.10.3 Issues

Future development is not considered to be constrained by cultural resources. However, the potential still exists that there may be unknown buried archaeological resources located in this area.

4.10.4 Area Plan Map

None of the land use designations on the area plan map relate to cultural resources. The following goals, policies and implementation programs supplement the existing goals, policies, and implementation programs in the general plan.

4.10.5 Goals

- Accommodate future development while protecting unknown buried archaeological resources.

4.10.6 Policies

1. Future development should ensure that no impact occurs to unknown buried archaeological resources that may be located in this area.

4.10.7 Implementation Programs

- A. Future development located in high archaeological sensitivity areas shall prepare a preliminary cultural resources reconnaissance of the developable area. The findings and recommendations of the reconnaissance shall become conditions of approval subject to the review and approval by the city prior to approval of tentative maps. This requirement shall apply to both public and private projects that involve grading or excavation activities.

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5.0 Residential Environment

5.1 Setting

This area contains approximately 10 to 15 existing single-family housing units. Most of these housing units are, or were at one time, associated with agricultural uses in this area. All existing housing units are located adjacent to surrounding roadways. These housing units are interspersed with existing industrial, commercial and agricultural uses.

5.2 Projections

The area plan does not include residential land uses in order to reduce the potential land use incompatibilities with the nearby airport operations.

The area plan will result in the removal of most or all of the existing housing units over time. Given past, present, and projected future housing growth throughout the city, this is not expected to be significant.

5.3 Issues

There is the potential for temporary land use incompatibilities between existing housing units and future industrial and commercial development within this area, should the two land uses be located adjacent to one another. Given that existing housing units are occupied adjacent to existing industrial and commercial land uses at the present time, this is not expected to be a significant issue.

5.4 Area Plan Map

None of the land use designations on the area plan map relate to residential uses. No additional goals, policies or implementation programs as necessary to supplement the existing goals, policies and implementation programs in the general plan.

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6.0 Economic Environment

6.1 Setting

The city has been predominantly an agricultural center. However, the general plan acknowledges that this role is becoming weaker. It includes provisions to encourage "high tech" industries to locate in the city and does not include any special measures to give agricultural operations protected status which may limit alternate development. The general plan also encourages the development of land within the city to its greatest economic potential. Given the fact that agricultural operations in the area have frequently proven to be economically infeasible (despite the presence of excellent agricultural land), there are only a few policies to preserve agricultural lands included in the general plan. If agricultural operations provide unprofitable in the city, more profitable development should be encouraged on agricultural lands that are contiguous with city planning boundaries, such as the city limits and city's sphere of influence.

Manufacturing, retail trade, services, and agricultural employment account for approximately 73 percent of the employment in the city. Table 12 presents a summary of local jobs by employment category in the city.

TABLE 12
Hollister Employment Base (1990)

Employment Category	Number	Percent
Agriculture, Forestry, and Fisheries	843	10.0
Mining	13	0.2
Construction	715	8.5
Manufacturing	1,754	20.7
Transportation	292	3.5
Communications and Other Public Utilities	179	2.1
Wholesale Trade	308	3.6
Retail Trade	1,405	16.6
Finance, Insurance, and Real Estate	362	4.3
Services	2,204	26.1
Public Administration	382	4.5
Total	8,457	100.0

Source: 1990 United States Census

According to the 1990 Census, the number of jobs in the city was 8,457 and the number of housing units in the city was 6,361. Based on these figures, the ratio of jobs to housing units in the city was approximately 1.33 to 1. This ratio changes with changes in the number of jobs or in the number of housing units.

Based on estimates from the California Department of Finance, between 1990 and January 1, 1993, one of the two large canneries in the city closed down, which resulted in the loss of approximately 600 jobs (or 200 full-time equivalent jobs). During the same period, the number of housing units in the city increased by an estimated 462 housing units. Although no accurate estimate of the current number of jobs within the city is available to update the figures derived from the census, it is likely that the jobs to housing ratio in the city has deteriorated since 1990, given the loss of jobs associated with the closing of the cannery and the increase in the number of housing units.

According to the 1990 Census, approximately 36 percent of the workforce in the county commutes out of the region.

According to a community survey conducted in 1989, 76 percent of the survey respondents indicated that they go out of the city for shopping at least once a month, and 33 percent indicated that they go out of the city for shopping at least once a week. Respondents were asked which areas of the city need additional shopping or commercial services. Commercial facilities were thought to be needed in the north side of the city by 67 percent of the survey respondents.

This area contains a variety industrial and commercial uses, as well as agricultural uses. Existing industrial and commercial uses include (in alphabetical order) accounting, automobile sales and service, catering, communications, construction materials sales and storage yards, employment training, engraving, geotechnical consulting, glass sales, industrial supply sales, manufacturing, motel, petroleum sales and distribution, publishing, research consulting, tile sales, welding, and woodworking. Agricultural uses include mostly row crops with a minor amount of orchards.

6.2 Projections

According to the general plan, the city is seeking an improved balance between residential and non-residential development as a means of expanding the city's economic base and services. In conjunction with this, industrial development is encouraged, particularly in the vicinity of the airport and in areas with good access to local transportation networks.

The city maintains many attributes that can be marketed to increase the city's economic base. These included proximity to agricultural operations, proximity to airport operations, proximity to outdoor recreation, availability of labor force, availability of public services, affordable land, affordable housing, central location, and quality of life (Mundie and Associates 1990). A review of the city's economic advantages and disadvantages leads to a conclusion that industrial growth in the city is not

inevitable, rather it will require a continuing effort on the part of economic development interests to attract new businesses to the area and to assist local start-up businesses in reaching a sustainable size.

The following strategies have been recommended for consideration by the city to attract additional industrial growth to the area (Mundie & Associates 1990):

- Attempt to attract businesses of all sizes.
- Assure that the city has a supply of land that is entitled (with the correct general plan and zoning designations) and served by transportation and public service infrastructure, so that sites are ready for industrial development.
- Review development and permit processing procedures to ensure that businesses seeking to locate in the city do not face delays that could cause them to seek sites elsewhere.
- Proceed with plans to improve the airport, and aggressively market the airport to businesses that make use of small aircraft in their everyday operations.
- Allow for the inclusion of retail uses in industrial business parks. These spaces would most likely accommodate convenience commercial stores for nearby businesses, but could also house larger retailers that serve a citywide, countywide, or regional market.
- Work with the local automobile dealerships to assure that the city is providing a positive environment. At the least, the city should identify locations where automobile dealers are encouraged to locate; more aggressive action would be to work with the automobile dealers to develop an auto center and promote the city as a location for automobile purchases.

Future development in this area will result in a large number of jobs. As many as 7,343 jobs could be created as summarized in Table 13. Actual job creation could be less depending on the future development. Modern industrial buildings generally occupy between 25 and 30 percent of their site, which is less than the allowable floor area ratio indicated in the table. Attempts to increase future development beyond this level may result in awkward layouts that interfere with adequate on-site circulation, loading, and parking requirements.

This area maintains good access to transportation modes and therefore, provides a good economic market for distribution facilities. It is these types of industrial uses are anticipated to be attracted to this area. Further, many amenities have been included in the area plan to improve success in bringing industrial and commercial uses to the area. These include a golf course, linear park, bicycle and pedestrian trails, and fiber optic telecommunications.

TABLE 13

Potential Employment Creation

Land Use Designation	Maximum Acres / Floor Area Ratio	Maximum Square Feet ¹	Employ. (Persons / Sq. Ft.) ⁴	Employ. (Persons)
Industrial Business Park ²	329/.35	3,761,950	1/1,000	3,762
General Commercial ³	41/.40	535,788	1/500	1,072
Administrative and Professional Office	64/.30	627,264	1/250	2,509
Totals		4,925,002		7,343

1 Maximum square feet assumes net acres, which is assumed to be 75 percent of maximum (or gross) acres.

2 Includes approximately six acres planned for a batch sewer treatment plant and designated as Public/Institutional (P/I).

3 General Commercial includes the 30 acres with the dual designation of Light Industrial and General Commercial.

4 Economic Background Report for the General Plan Program, Mundie & Associates

Source: EMC Planning Group Inc.

6.3 Issues

Future development is expected to have a beneficial impact on the economic base of the city, as well as the economic viability of the nearby airport. This economic growth may also prove to be beneficial to local residents and businesses, and the increased population in the local market area could attract new retail trade or service firms to the downtown area. The main issue is how best to attract new businesses to this area.

Future development will result in the conversion of agricultural uses to non-agricultural uses. The loss of agricultural uses and thus the loss of agricultural jobs may have an adverse affect on the county's overall economic base, which is agricultural. This adverse impact is expected to be more than offset by the generation of a significant number of industrial, commercial, and administrative and professional office jobs. These new jobs would be expected to provide higher wages on a year-round basis. Further, this conversion will be phased over time, allowing for adjustments within the agricultural economy (San Benito County Local Agency Formation Commission 1985).

Future development could provide competition with allowed commercial uses in the downtown area.

6.4 Area Plan Map

The following land use designations are related to the economic environment:

Industrial Business Park (IBP)

This land use designation provides for manufacturing, warehousing, light industrial, and office uses generally characterized by well-designed master planned developments with architectural and landscaped standards. It includes uses that have limited outdoor storage and have ample parking to support the businesses allowed. It also includes limited non-destination commercial provided to support the uses allowed within the designated areas. Other commercial uses or residential uses may be conditionally allowed if they are limited in scope, interim in nature, and accessory to allowed uses, or are unique in nature and may not be able to locate within another designation and are compatible with the designated uses and are consistent with the goals and policies of the general plan. The floor area ratio for structures proposed in areas designated for industrial business park development should not exceed 0.35. The floor area ratio allowed in the general plan is 0.50.

Approximately 329 acres have been designated industrial business park. This is located adjacent to existing and planned industrial land uses.

Light Industrial (LI)

This designation provides for less intensive research and development, warehousing, and manufacturing activities, including uses that may be generally characterized by production, processing, assembly, packaging or treatment of products from previously processed material or finished products from previously prepared materials. Outdoor activities are limited to accessory storage and loading areas. It includes those uses that are able to demonstrate the ability to operate within the performance standards to be established by the Performance Standards Ordinance with a minimal investment in mitigation measures. Commercial or residential uses may be conditionally allowed if they are limited in scope, are interim in nature, are accessory to allowed uses, or those that are unique in nature (and may not be above to locate within another land use designation), are compatible with the designated uses and are consistent with the goals and policies of the general plan. The floor area ratio for structures proposed in areas designated for light industrial development should not exceed 0.35. The floor area ratio allowed in the general plan is 0.50.

Approximately 30 acres have been designated light industrial in the short-term at the intersection of Highway 156 and McCloskey Road. This acreage is expected to transition to general commercial uses in the long-term. Therefore, in the long-term there will be no light industrial uses.

General Commercial (GC)

This land use designation provides for neighborhood shopping needs, as well as a broader level of goods and services to meet the needs of the city and surrounding community and county areas. This land use designation includes uses that will serve the comparison retail and service needs of residents and visitors within San Benito County. These types of land uses rely on automobile trips versus pedestrian usage as found in the downtown shopping areas. The floor area ratio for structures proposed in areas designated as general commercial should not exceed 0.40.

Approximately 11 acres are designated general commercial. This is provided primarily in the central commercial core area of the industrial business park. An additional 30 acres are designated general commercial in the long-term at the intersection of Highway 156 and McCloskey Road. Therefore, in the short-term, approximately 11 acres are designated general commercial and in the long-term, approximately 41 acres are designated general commercial.

Administrative and Professional Office (APO)

This land use designation allows for administrative, executive, medical, dental, and business offices, some service establishments, medical supply sales and laboratories. It is intended that administrative and professional office areas will be characterized by buildings of low intensity and landscaped grounds. The floor area ratio for structures proposed in areas designated for administrative and professional office should not exceed 0.30.

Approximately 64 acres are designated administrative and professional office along the primary entrance road to the industrial business park and adjacent to the commercial core area.

The following goals, policies and implementation programs supplement the existing goals, policies and implementation programs in the general plan.

6.5 Goals

- Accommodate and promote industrial development that is compatible with existing development to provide job opportunities for those living in the city and surrounding areas.
- Accommodate and promote commercial development that is compatible with existing development to provide job opportunities and to meet the needs of those living in the city and surrounding areas.
- Accommodate and promote recreational development that is compatible with existing development to provide job opportunities and to meet the needs of those living in the city and surrounding areas.

6.6 Policies

1. Encourage industrial business park development, especially industrial business park development related to the airport.
2. Encourage commercial development, especially commercial development that does not compete with allowed commercial development in the downtown area.
3. Encourage the transition from industrial uses in the short-term to commercial uses in the long-term on the parcel at the intersection of Highway 156 and McCloskey Road.
4. Encourage and accommodate relocating existing automobile dealerships to this area.
5. Encourage the provision of recreational facilities, such as a golf course, and recognize that recreational uses on open space land within this area are opportunities to provide jobs and revenues to the city while maintaining the scenic qualities of this area.

6.7 Implementation Programs

- A. The city shall coordinate and cooperate with local economic development agencies to attract industrial and commercial development of all sizes and to assist local start-up businesses in reaching a sustainable size in this area.
- B. The city shall review and amend development and permit processing procedures to reduce the time and cost related to permit processing for future development. The city should consider such measures as pre-application meetings, one-stop permit issuance incorporating permit review from various departments at one time, fast-tracking applications for future development within this area, and the reduction or elimination of application and development impact fees. The purpose of this program is to ensure that prospective businesses are not discouraged by development and permit processing delays or costs that could cause them to locate in other jurisdictions.
- C. The city shall proceed with plans to improve the airport and aggressively market the airport to businesses that make use of small aircraft in their everyday operations. Additionally, the city shall provide incentives to businesses that are dependent on or supportive of the airport operations, such as reduced airport user fees.
- D. This city shall allow commercial uses in accordance with this area plan and shall review all proposed commercial uses to ensure that they are not preferred commercial uses in the downtown area. Preferred commercial uses in the downtown area shall be prohibited, with the exception of professional offices and restaurants. This determination shall be made by the city planning

director prior to design review approval. The decision of the city planning director may be appealed to the planning commission. The decision of the planning commission may be appealed to the city council for final decision.

- E. The city shall allow the transition from existing industrial uses to commercial uses on the parcel at the intersection of Highway 156 and McCloskey Road. The transition shall be allowed at such time that market demand indicates a demand for commercial uses at this location and a commercial user is available and willing to provide commercial uses at this location. No amendments to the area plan shall be required to accommodate this transition from industrial to commercial uses.
- F. The city shall survey the automobile dealers to determine the level of interest in developing an auto center in this area. If there is adequate interest among the automobile dealers, the city should coordinate a series of meetings between the city, project proponents and automobile dealers in an effort to develop a concept for an auto center within this area. Further, the city shall promote the city as a location for automobile purchases.
- G. The city shall allow the development of the first nine holes of the golf course in the first phase of future development to provide an amenity for marketing businesses to locate in this area. Further, the city shall cooperate and promote, and where feasible, participate in the development of the golf course. Participation could include financial participation such as issuance of general obligation bonds, recreation revenue bonds, installment purchase contracts, and other financing mechanisms.

7.0 Transportation

7.1 Setting

Roadways

Roadways in the vicinity of this area include Highway 156, Highway 25, and Flynn Road to the west, Fairview Road to the east, Fallon Road to the north, and McCloskey Road and Memorial Drive to the south. Additionally, a frontage roadway exists along the east side of Highway 156 between McCloskey Road and Fallon Road. Figure 17 illustrates the existing surrounding circulation system.

All of these roadways operate at acceptable levels of service (LOS); LOS C or better (Keith B. Higgins & Associates 1994). No capacity improvements are required to accommodate existing traffic conditions in this area. Levels of service for roadway segments are defined in Table 14. Levels of service for intersections are defined in Table 15.

There are no adopted "scenic routes" in the city (Bissell & Karn, Inc. 1985).

TABLE 14
Roadway Segment Level of Service Definitions

Level of Service	Volume to Capacity Ratio
A	<0.33
B	<0.50
C	<0.65
D	<0.80
E	<1.00
F	Highly Variable

Source: Transportation Research Board, Highway Capacity Manual, Special Report 209.

Transit

County Express is controlled by the San Benito Council of Governments and operated by a private contractor (San Benito Council of Governments 1995). It provides limited transit service within the city and surrounding areas. County Express service is limited to demand-responsive service (dial-a-ride) and fixed-route service. Demand-responsive service is provided during the day, six days a week. Response times for this service is normally in the fifteen minute range, with some exceptions.

Fixed-route service is provided to San Juan Bautista and Gilroy. In Gilroy, stops are made at the Caltrain Station and Gavilan Community College. There is no regularly scheduled inter-city passenger service currently provided within the city. County Express equipment inventory consists of eight vans and one, 25-passenger bus.

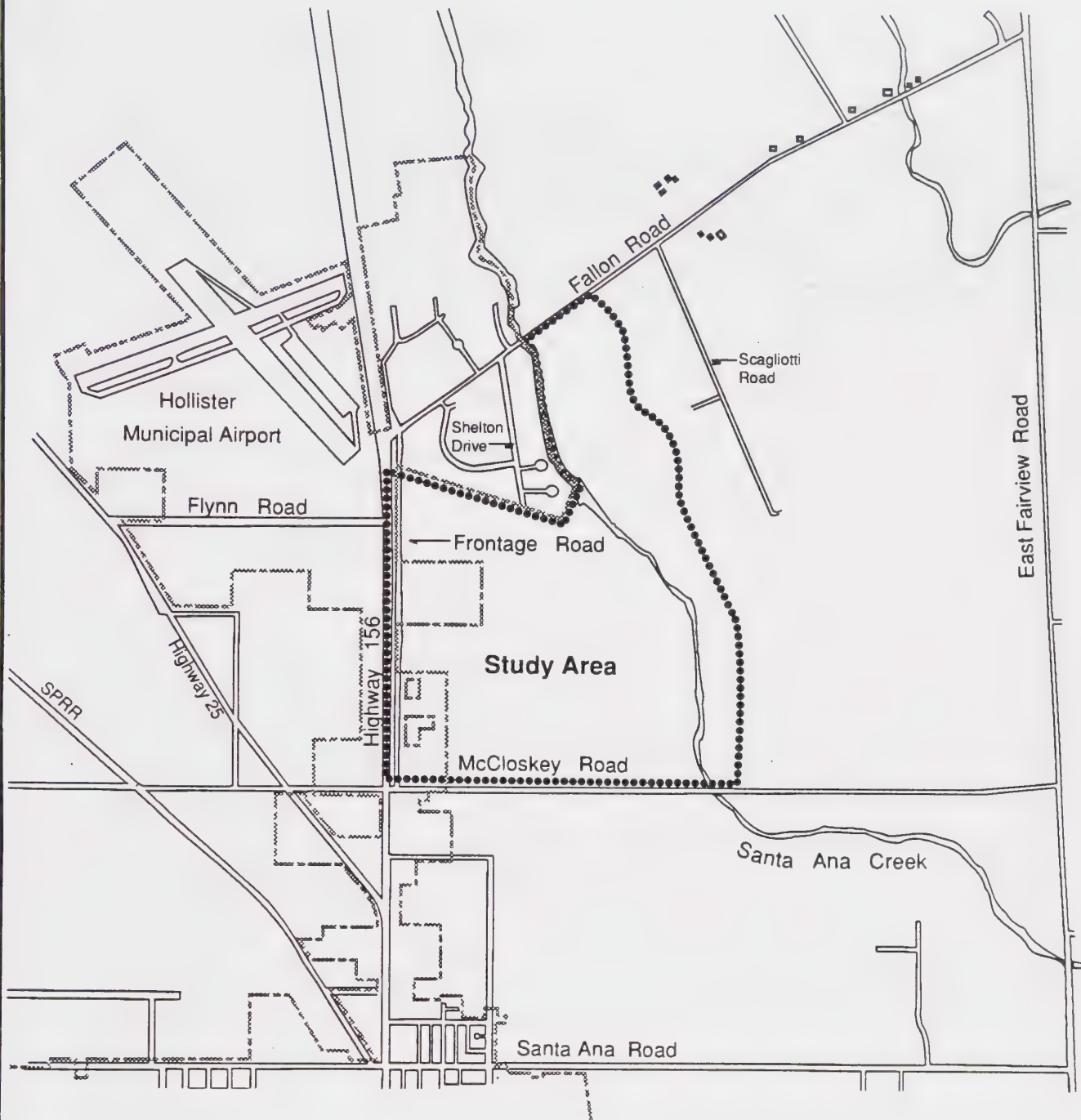
TABLE 15
Intersection Level of Service Definitions

Level of Service	Unsignalized Intersections	Signalized Intersections
A	Little or no delay	Operation with very low delay occurring with favorable progression and/or short cycle lengths.
B	Short traffic delays	Operation with low delay occurring with good progression and/or short cycle lengths.
C	Average traffic delays	Operation with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.
D	Long traffic delays	Operation with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and individual cycle failures are noticeable.
E	Very long traffic delays	Operation with high delay values indicating poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.
F	Demand exceeds capacity, resulting in extreme delays and queuing	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.

Source: Transportation Research Board, Highway Capacity Manual, Special Report 209.

Rail

A Southern Pacific Railroad line runs from the downtown area northwest to points north, and provides freight service for local industries on an irregular basis, generally with three to five trains per week. There is no regularly scheduled rail service currently provided within the city. No rail lines or rail connections are located in this area.



Source: EMC Planning Group Inc. and City of Hollister



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Northeast Hollister Area Plan Existing Circulation System

Figure
17

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Air

The airport, located in the northern portion of the city, provides facilities for public, private, and non-scheduled commercial aviation interests. The airport is currently a general aviation airport, accommodating all current general aviation aircraft except certain business jets. The airport has two paved runways with parallel taxiways. The first runway is oriented northwest to southeast and is 6,350 feet long. The second runway is oriented northeast to southwest and is 3,150 feet long. Both runways are in service for day and night operations (Allen Ritter, Hollister Municipal Airport Manager, telephone conversation with consultant, May 5, 1995).

Bicycle and Pedestrian

There are no bikeways or other bicycle facilities within this area.

7.2 Projections

Roadways

A number of roadway improvements are planned for construction by the year 2010, which would result in modifications to the existing roadway configuration in this area. These are more fully discussed in the general plan and include improvements to Highway 156, Highway 25, Fairview Road, Meridian Street, Westside Boulevard, Sunnyslope Road, Buena Vista Road, San Benito Street, East Park Street, and Crestview Drive.

The *City of Hollister Public Works Master Plan Traffic Circulation and Plan Lines Element* (Bissell & Karn, Inc. 1985) suggests a series of roadway improvements, which, if implemented, will allow for efficient circulation within the region. The major improvement identified in the public works master plan is the Highway 156 Bypass. The Highway 156 Bypass will begin on Highway 156 west of Hollister near Union Road, will pass north of the airport, and will intersect with Highway 156 near the San Felipe Road "Y". The portion of existing Highway 156, which runs through the city, will experience a significant reduction in traffic volume when the bypass is constructed. In addition, this portion of Highway 156 will no longer be under the jurisdiction of the California Department of Transportation (Caltrans). It will then be able to operate more as an arterial than a highway with statewide circulation significance. Nevertheless, access is expected to continue to be limited due to the high speed of traffic along this roadway.

Additional improvements include the extension and connection of Memorial Drive from Santa Ana Road to Fallon Road; this assumes that the section from Meridian Street to Memorial Drive will be built in conjunction with proposed development in that area. Meridian Street would be extended across Clearview through Fairview Road. Nash Road would connect with Fourth Street via an extended Westside Boulevard. These series of street extensions and connections would create a loop system around the city, while interchange improvements and signalization would

serve to facilitate the traffic within the city. Figure 18 illustrates the concept of a loop street system around the city.

These planned roadway improvements will be completed by 2000. Build-out of the general plan with these planned roadway improvements indicate that some capacity deficiencies would remain. The most important location that might require additional roadway improvements is Highway 156 between Santa Ana Road and Highway 152. According to the draft environmental impact report for the general plan, Highway 156 will operate at LOS D by the year 2010. The Memorial Drive Extension between Meridian Street and McCloskey Road is not included in this scenario. Memorial Drive is planned to be constructed as a four-lane arterial in this area. It would provide a significant amount of additional north-south traffic carrying capacity that could be significant enough to relieve any congestion along Highway 156.

Future development within this area is expected to generate a maximum of 35,000 daily vehicle trips. Because many of the commercial uses are expected to serve the industrial business park, it is expected that over 20 percent of the daily vehicle trips will be internal. Net traffic generation is, therefore, expected to total approximately 28,000 daily vehicle trips. Approximately 3,000 net morning peak hour trips are also expected. This information is summarized in Table 16.

TABLE 16
Area Plan Traffic Generation

Land Use	Employees	Daily Trip Rate	Average Daily Traffic (ADT)	Morning Peak Hour Traffic	Evening Peak Hour Traffic
Industrial Business Park	3,762	3	11,286	1,647	1,546
Light Industrial/General Commercial	811	13	10,537	843	1,159
General Commercial	261	41	5,358	161	268
Admin. and Prof. Office	2,509	3	7,527	1,111	985
Gross Total	7,343		34,708	3,762	3,958
Net Total¹			27,766	3,010	3,166

1 Assumes 20 percent of general commercial traffic is internal.

2 Based on Institute of Transportation Engineers, "Trip Generation," Fifth Edition, 1991. Industrial and commercial trip rate is based on an average of light industrial and specialty retail rates. General commercial is based on specialty retail rates.

Source: Keith B. Higgins and Associates, Inc.

Based on this estimated project traffic generation, the major internal roadways should be constructed as minor four-lane arterials. These include the Shelton Drive Extension, Flynn Road Extension, and the primary entrance roadway to the industrial business park. The Memorial Drive Extension should be constructed as a two-lane roadway.



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Highway 156 may not be able to operate at an acceptable level of service with planned roadway improvements. It may require an additional travel lane in each direction, which would result in a six-lane arterial between McCloskey Road and Santa Ana Road. However, Memorial Drive is planned to be extended between Meridian Street and McCloskey Road. It would provide a significant amount of additional north-south traffic carrying capacity that could be significant enough to relieve any congestion along Highway 156.

The area plan includes a proposed circulation system that has both local and regional significance. The proposed circulation system provides a logical and contiguous extension of existing surrounding roadways including Shelton Drive, Memorial Drive and Flynn Road. The illustrated roadway alignments are considered conceptual at this time and actual roadway alignments may be slightly different. These are discussed below and illustrated in Figure 19.

- **Shelton Drive Extension.** Shelton Drive currently terminates at the northern boundary of this area and will be constructed between the Shelton Business Park and McCloskey Road. This roadway extension will provide another north-south collector to serve this area. This roadway extension has been designed to provide direct access to the commercial core area of the industrial business park.
- **Memorial Drive Extension.** Memorial Drive will be constructed between Fallon Road and McCloskey Road, and possibly Santa Ana Road. This roadway extension will provide another north-south collector to serve this area and will provide access to areas east of Santa Ana Creek. This roadway extension also defines the easterly boundary of the area plan. This roadway extension will generally follow an official plan line adopted by the city. However, the proposed extension will be moved to the west, just within the project boundaries. The plan line has a right-of-way of 84 feet (City of Hollister Official Plan Line for Memorial Drive 1973). An official plan line was adopted for Memorial Drive from Hillcrest Road to Fallon Road by the Hollister Planning Commission on January 25, 1973 and by the Hollister City Council on March 19, 1973. However, it appears that the official plan line was never considered by the San Benito County Planning Commission and the San Benito County Board of Supervisors and was never recorded with the San Benito County Recorder. Figure 20 illustrates the adopted plan line for Memorial Drive, just east of the project boundary.

This plan line will be considered obsolete upon adoption of the city's new general plan which does not make provision for an extension of Memorial Drive north of McCloskey Road (Malcom Knisely, memo dated April 4, 1995).

- **Flynn Road Extension.** Flynn Road will be constructed between Highway 156 and the Memorial Drive Extension, and ultimately to Fairview Road. This roadway extension will provide another east-west collector to serve this area and would create a logical intersection on Highway 156. This roadway extension has been designed to avoid existing industrial structures adjacent to Highway 156.

The area plan provides primary vehicular access from Highway 156, Fallon Road, McCloskey Road, the Flynn Road Extension and the Memorial Drive Extension. Secondary access is provided from the Shelton Drive Extension.

The area plan provides for internal vehicular circulation via a hierarchy of roadways. The major roadways include the Flynn Road Extension, the Memorial Drive Extension, and the Shelton Drive Extension. Of lesser significance are internal roadways that provide access from Highway 156 and McCloskey Road. Minor internal roadways will be provided within the industrial business park and commercial areas. The area plan also provides for internal non-vehicular circulation including greenways along major internal roadways and between land uses with the intention of connecting to a regional bike trail along Santa Ana Creek.

Transit

No improvements are currently planned in this area.

Rail

No improvements are currently planned in this area.

Airport

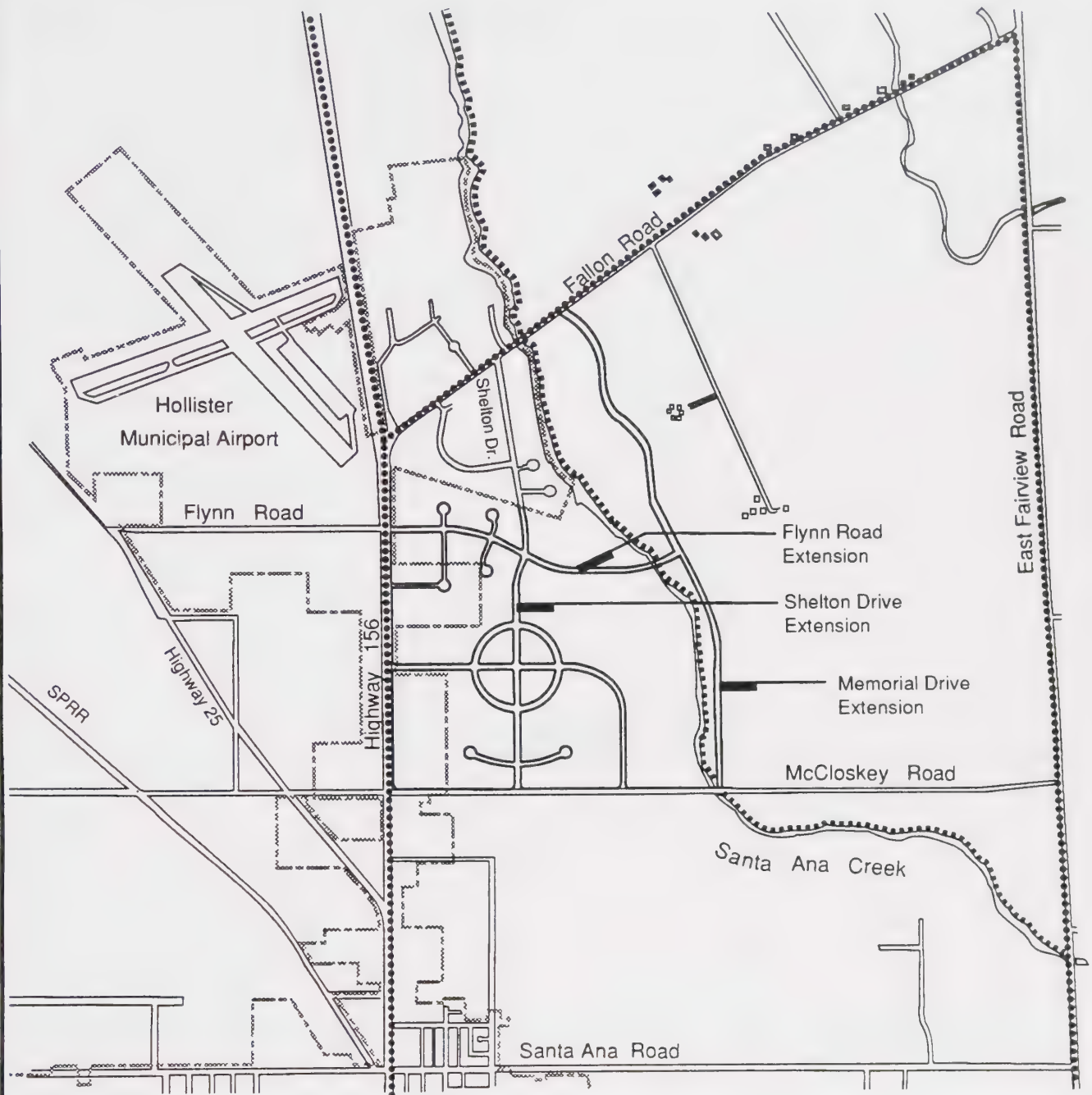
No improvements are currently planned in this area.



Bicycle and Pedestrian

There is potential and desire for developing the bicycle as a more important mode of transportation in the city. The flat terrain through most of the city, the mild climate, and the many recreational attractions are factors that encourage bicycle use.

According to the *San Benito County Bikeways Plan* (Nelson/Nygard 1991), proposed regional bikeways near this area include those along Highway 156, Fairview Road, and Fallon Road. These are recommended as Class II or Class III bikeways.

Proposed local bikeways near this area include those along Fallon Road and Santa Ana Creek. The bikeway along Fallon Road is proposed to be a Class II or III bikeway from Highway 156 to Fairview Road. The bikeway along Santa Ana Creek is proposed to be a Class I bikeway from Fairview Road to Fallon Road. The area plan includes a bike trail along the east side of Santa Ana Creek. This bike trail would link residential areas south of this area to existing and planned industrial and commercial uses in this area, as well as north and northwest of this area.



-  Class I Regional Bike Trail
-  Class II or III Bike Path

Note: Proposed roadway alignments are conceptual. Actual alignment may be different and will be shown on future tentative subdivision maps.



0 1000 2000 3000

Source: EMC Planning Group Inc., San Benito County and City of Hollister

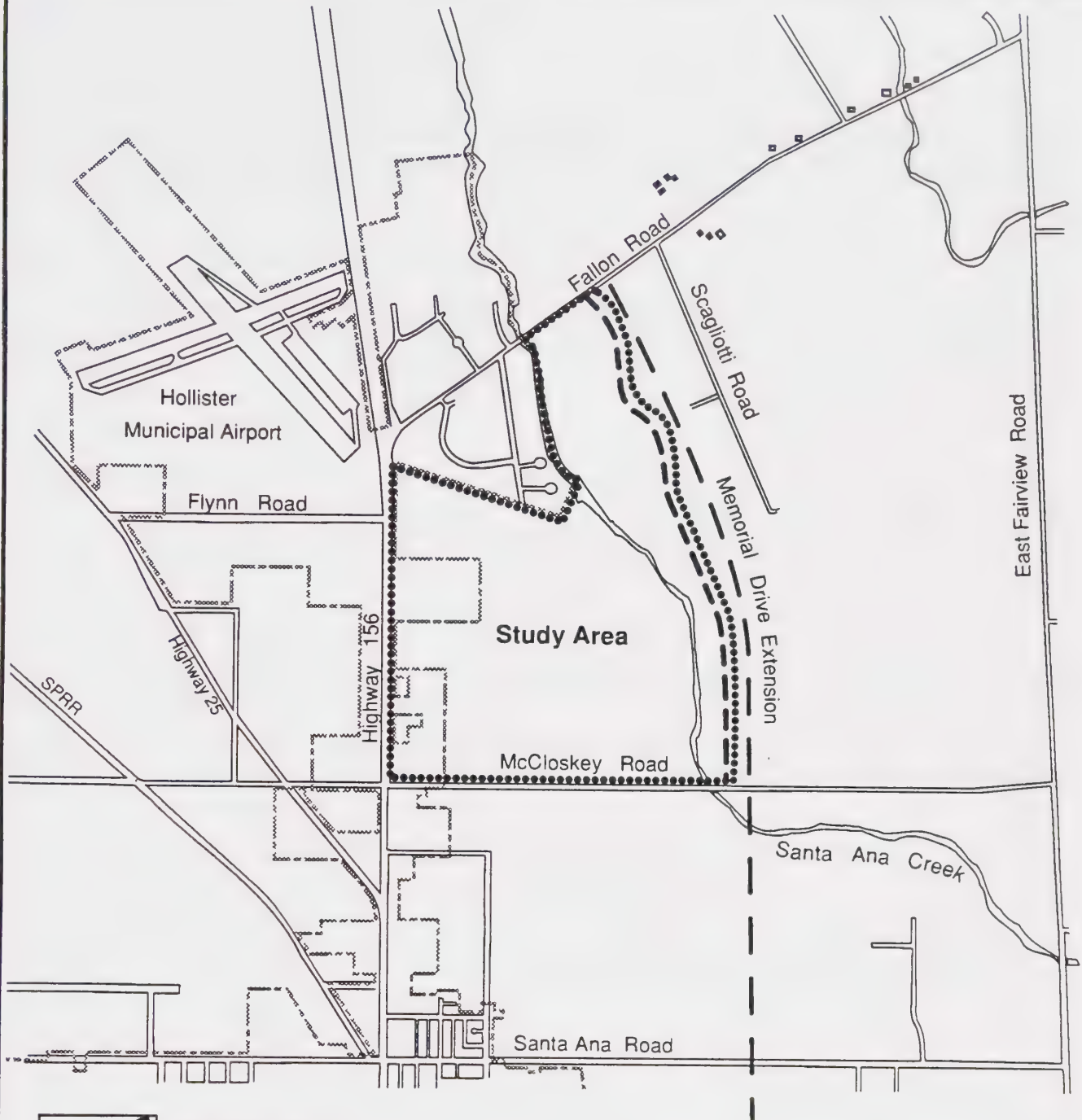


A Land Use Planning
and Design Firm

Northeast Hollister Area Plan Proposed Circulation System

Figure
19

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Adopted Plan Line
(84' Right-of-Way Width)



Proposed Plan Line
Modification

Source: City of Hollister Public Works Master Plan Traffic and Plan Lines Element



0 1000 2000 3000



A Land Use Planning
and Design Firm

Northeast Hollister Area Plan Memorial Drive Adopted Plan Line

Figure
20

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7.3 Issues

Future development is considered constrained by the existing transportation infrastructure. Planned transportation improvements would be required to accommodate future development.

7.4 Area Plan Map

No land use designations are related to transportation. The following goals, policies and implementation programs supplement the existing goals, policies and implementation programs in the general plan.

7.5 Goals

- Provide an adequate overall circulation system that accommodates all possible modes of transportation including automobiles, buses, trucks, bicycles, and pedestrians, and that meets the transportation needs of future development.

7.6 Policies

1. Future development shall be responsible for mitigating transportation impacts from that future development.
 2. Ensure that adequate plan lines and right-of-ways are provided for existing and future roadway improvements on internal and adjacent external roadways.
 3. Ensure that internal roadways provide for truck use and delivery.
 4. Encourage the use of the frontage roadway, as follows:
 - **Short-Term.** Maintain the existing frontage road and discourage direct access to Highway 156. This will require the realignment of the existing frontage road to provide adequate intersection spacing at major intersections.
 - **Long-Term.** Eliminate the existing frontage road ~~and provide direct access to Highway 156 upon completion of the Highway 156 Bypass.~~
 5. Encourage the provision of transit facilities for future transit services, such as bus turnouts, bus stops and bus shelters.
 6. Provide a network of interconnected bicycle and pedestrian trails linking industrial areas with supporting commercial areas, as well as park and open space areas. Further, bicycle parking facilities should be provided to effectively serve those wishing to utilize bicycles for commute or recreation.
- ### 7.7 Implementation Programs
- A. The project proponents shall be required to design, fund, and construct all on-site and off-site transportation improvements needed to accommodate future

development. Plans for transportation improvements shall be subject to review and approval by the city prior to tentative map approval.

- B. Transportation model runs shall be performed by the city for future development proposals consistent with the general plan. Transportation model runs are subject to the review and approval by the city prior to the approval of tentative maps.
- C. The city and county should review and update the existing regional traffic impact fee program to include any additional transportation improvements to accommodate future development. Future development shall be required to pay the appropriate regional traffic impact fees based on the updated regional traffic impact fee program. Appropriate regional traffic impact fees shall be reduced by the value of any off-site transportation improvements included in the regional traffic impact fee program constructed as part of future development. This shall be subject to review and approval by the city prior to the issuance of building permits.
- D. ~~Future development shall be required to formulate and participate in a transportation management district. The district shall be responsible for acquiring a transportation district coordinator, as well as developing and implementing a transportation management program. The purpose of the transportation management program shall include, but not be limited to encouraging carpooling, vanpooling, and use of alternative modes of transportation. This shall be completed prior to build-out of the area plan. Requirement repealed by SB 437, October 5, 1995 "...public agency shall not require an employer to implement an employee trip reduction program unless the program is expressly required by federal law..."~~
- E. The city shall adopt appropriate plan lines for major external and internal roadway, including Fallon Road, McCloskey Road, the Shelton Drive Extension, the Memorial Drive Extension, and the Flynn Road Extension. The city may need to modify the adopted plan line as necessary to accommodate the proposed Memorial Drive Extension. The appropriate plan lines shall be adopted and recorded prior to approval of tentative maps.
- F. The project proponents shall provide adequate roadway right-of-way based on the following roadway design guidelines and subject to review and approval by the city prior to the approval of tentative maps:

Fallon Road. Fallon Road is two lanes in its existing configuration and may be four-lanes in the long-term between Shelton Drive and the Memorial Drive Extension. Right-of-way should be provided for four lanes.

McCloskey Road. McCloskey road is two lanes in its existing configuration and is expected to be a four-lane divided arterial between Highway 156 and Fairview Road (Keith B. Higgins and Associates, Inc. 1994). Right-of-way should be provided for four lanes measuring 110 feet.

Shelton Drive Extension. The Shelton Drive Extension is anticipated to be a minor four-lane arterial between Shelton Business Park and McCloskey Road. Right-of-way should be provided for four lanes.

Memorial Drive Extension. The Memorial Drive Extension is anticipated to be two lanes in the short-term and may be four lanes in the long-term between Fallon Road and McCloskey Road. Right-of-way should be provided for four lanes. The Memorial Drive Extension should be constructed with its intersection with McCloskey Road east of Santa Ana Creek, where the cost to drainage structures is minimized. This would result in the bridge across Santa Ana Creek being located south of McCloskey Road and outside of the project area. This would provide a more perpendicular crossing of the creek and the creek would not be bisected by the roadway.

Flynn Road Extension. The Flynn Road Extension is anticipated to be a minor four-lane arterial between Highway 156 and the Memorial Drive Extension. Right-of-way should be provided for four lanes.

Primary Entrance Roadway. The primary entrance roadway is anticipated to be a minor four-lane arterial from Highway 156 to McCloskey Road. Right-of-way should be provided for four lanes.

Circular Roadway. The circular roadway surrounding the commercial core area is anticipated to be two lanes. Right-of-way should be provided for two lanes in this area and should have a minimum radius of 600 feet. This would accommodate a 35 mile per hour design speed.

Parking. Parking shall be restricted on all major internal roadways. This especially applies to the circular roadway or any other roadways with horizontal curvature because of the restriction in sight distance at the inside of the horizontal curves. Care must be taken regarding the locations of driveways from the inside of the commercial core area.

- G. Future development shall provide adequate roadway right-of-way for all other internal roadways including the frontage roadway realignment as applicable. This shall be subject to the review and approval by the city prior to approval of tentative maps.
- H. Future development shall design and construct all public roadways to the city's standards and shall dedicate all public roadways to the city upon completion of construction. Maintenance of these public roadways will be the responsibility of the city. This shall be subject to review and approval by the city prior to approval of tentative maps.
- I. Future development shall design all public roadways to accommodate truck use and delivery. This shall be subject to review and approval by the city prior to approval of tentative maps.
- J. The city shall maintain and realign the frontage roadway in the short-term and shall eliminate the frontage roadway in the long-term. The frontage roadway will need to be realigned based on the existing area plan concept plan. One approach is to end the frontage roadway north of its intersection with McCloskey Road. From this point, the frontage roadway would be realigned to the east and then south the McCloskey Road. This assumes no changes to existing development.

If this area is entirely redeveloped for commercial uses, the access issues will need to be re-addressed. It can be expected that access will be extremely limited to Highway 156. Right turns in and out only will probably be required. Access from the frontage roadway to McCloskey Road should be kept as far away as possible from Highway 156. Also, the frontage roadway could be eliminated in existing development areas if acceptable access can be provided from the east of these areas. A definitive means of treating the frontage road cannot be determined until more detailed development plans are designed. It is possible that a combination of eliminating certain portions of the frontage road, as well as realigning other portions and possible restricting movements at the existing intersections with existing streets could be implemented. Any frontage roadway improvements should be completed in the early phases of the area plan.

K. The project proponents shall provide adequate right-of-way for future transit services. Right-of-way should be provided in employment areas such as the industrial business park and commercial core and should accommodate bus turnouts, bus stops, and other transit facilities. This shall be subject to review and approval by the city prior to approval of tentative maps.

L. The project proponents shall design, finance, and construct bikeways consistent with the adopted bikeways plan for the county and the city to include the following:

- Class I bikeway along Santa Ana Creek between Fallon Road and McCloskey Road.
- Class III bikeway along Highway 156 from McCloskey Road to the northerly boundary adjacent to Highway 156.
- Class III bikeway along the frontage to Fallon Road.
- Class III bikeways along major roadways within this area.

Bikeway designs shall be subject to review and approval by the city prior to the approval of tentative maps. Bikeways should be constructed in conjunction with future development.

M. The proponent(s) of future development on the project site shall be required to prepare an infrastructure master plan, which includes a transportation and circulation improvement plan, as required by general plan policy VII E 4. This plan shall be subject to the review and approval by the City Engineer and Caltrans prior to issuance of the first development permit, with exceptions to made by the city for projects which can be served by existing services.

The improvements are the sole responsibility of future developers of the area plan project site unless noted otherwise. Timing, implementation responsibility, and financing methods shall be included. A separate fund shall be set up for these improvements. The transportation and circulation element of the infrastructure master plan shall include, but not be limited to the following improvements. Improvements shall be in place at the time specified or no more building permits will be issued.

- a. Widen San Felipe Road to a six-lane arterial from McCloskey Road to Santa Ana Road. This is anticipated to be required when the area plan is 60 percent built out (or at 3 million square feet). It is the responsibility of the area plan developers.
- b. Contribute to the widening of Bolsa Road to a four-lane highway from the city limits Flynn Road to San Felipe Road. This is anticipated to be required when the area plan is 40 percent build out (or at 2 million square feet). Caltrans and the city (through traffic impact fees) will be responsible for this improvement.
- c. Contribute to the widening of Highway 156 to four lanes from San Felipe Road to Highway 152. This is anticipated to be required when the area plan is 75 percent built out (or at 3.7 million square feet). Caltrans and the city (through traffic impact fees) will be responsible for this improvement.
- d. Contribute to the signalization of the San Felipe Road/Main Industrial entrance intersection. This is anticipated to be required during Phase 2 of the area plan. The city (through traffic impact fees) will be responsible for this improvement.
- e. Signalize the San Felipe Road/Main Commercial Shopping Center entrance intersection. This is anticipated to be required during Phase 1 of the area plan. It is the responsibility of the area plan developers.
- f. Signalize the Bolsa Road/Wright Road intersection. This is anticipated to be required when the area plan is 20 percent built out (or at 0.98 million square feet). It is the responsibility of the area plan developers.
- g. Signalize the McCloskey Road/Shelton Drive extension intersection. This is anticipated to be required during Phase 1 of the area plan. It is the responsibility of the area plan developers.
- h. Construct frontage improvements along McCloskey Road for an ultimate four-lane arterial. This is anticipated to be required during Phase 1 of the area plan. It is the responsibility of the area plan developers.
- i. Construction Memorial Drive from Fallon Road to McCloskey Road as a two-lane road, as proposed. This roadway improvement should represent the western half of an ultimate four-lane arterial. Memorial Drive should intersect McCloskey Road east of Santa Ana Creek. This is anticipated to be required during Phase 4 of the area plan. It is the responsibility of the area plan developers.
- j. Relocate or eliminate the existing frontage road along the east side of San Felipe Road. This is anticipated to be required during Phase 1 of the area plan. It is the responsibility of the area plan developers.

k. In addition to the provision of adequate traffic control and channelization at entrances to the project site, the following items should also be incorporated into the area plan circulation design:

- The circular roadways surrounding the core area of the project site should have a minimum radius of 600 feet. This would accommodate a 35 mile per hour design speed. Parking must be restricted on all major internal streets. This especially applies to circular roadways or any other roadways with horizontal curvature because of the restriction of sight distance at the inside of horizontal curves. Care must also be taken regarding the locations of driveways from the inside of the core area. Sight distance limitations due to the horizontal curvature will make this a sensitive design issue.
- The anticipated traffic volumes on roads within the project site indicate that the Shelton Drive Extension can be constructed as an 84-foot right-of-way, 64 foot curb-to-curb arterial and have a significant amount of reserve capacity. The Flynn Road Extension will carry traffic volumes that could be accommodated by a two-lane arterial with left-turn channelization. Aesthetic considerations will also be a contributing factor to the width of major internal streets.
- The interior street system should be designed to accommodate internal traffic to the greatest extent possible.

These design considerations shall be incorporated into tentative maps for all future projects within the area plan.

- l. Widen San Felipe Road to a six-lane arterial from McCloskey Road to Flynn Road in addition to the six lane widening from Santa Ana Road to McCloskey Road. This is anticipated to be required when the area plan is 75 percent built out (or at 3.7 million square feet). It is the responsibility of the area plan developers.
- m. Dedicate right-of-way along San Felipe Road north of Flynn Road for an ultimate six-lane arterial. This shall occur as development occurs adjacent to San Felipe Road north of Flynn Road.
- o. Contribute to the widening of Fairview Road to a four-lane road from McCloskey Road to Airline Highway. Caltrans and the city (through traffic impact fees) will be responsible for this improvement.
- p. Construct the extension of Memorial Drive from Santa Ana Road to McCloskey Road as a two-lane arterial. No gutter, curb, sidewalk, or utility improvements will be necessary at this time. This is anticipated to be required when the area plan is 75 percent build out (or at 3.7 million square feet). It is the responsibility of the area plan developers.
- q. Add a second right-turn lane on the westbound Highway 25 Bypass and the eastbound Bolsa Road approaches at the San Felipe Road/Bolsa Road - Highway 25 Bypass intersection. This is anticipated to be

required when the area plan is 75 percent build out (or at 3.7 million square feet). It is the responsibility of the area plan developers.

- r. Add a second westbound McCloskey Road left-turn lane, as well as exclusive eastbound and westbound right-turn lanes at San Felipe Road. This is anticipated to be required when the area plan is 75 percent build out (or at 3.7 million square feet). It is the responsibility of the area plan developers.
- s. Signalize the Fallon Road/Shelton Drive intersection. The area plan developers, as well as Fallon Road and Shelton Drive development will be responsible for this improvement. This is anticipated to be required when the area plan is 75 percent build out (or at 3.7 million square feet). It is the responsibility of the area plan developers and the Shelton Drive developers.
- t. Signalize the McCloskey Road/Memorial Drive intersection in conjunction with the Memorial Drive extension from McCloskey Road to Santa Ana Road. This is anticipated to be required when the area plan is 75 percent build out (or at 3.7 million square feet). It is the responsibility of the area plan developers.
- u. Contribute to left-turn channelization at major driveways and intersections on North Street along its entire length.
- v. Contribute to left-turn lanes on San Felipe Road/San Benito Street between Santa Ana and Fourth Street.

All improvements shall be constructed when they are necessary (as identified for each improvement), subject to review and approval by the City Engineer. When the improvements are required, further development permits will not be issued until improvements are in place.

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8.0 Public Services and Facilities

8.1 Wastewater Service

8.1.1 Setting

This area is partially within the existing city sewage service area (101). The city sewage service area includes approximately 165 acres of this area. Approximately 70 acres are within the city limits and approximately 95 acres are outside the city limits. The breakdown between developed parcels within the city limits and outside the city limits is presented in Table 17. The remaining 531 acres are not within the city's sewage service area boundary and are served by septic tank and leach field systems.

TABLE 17

Industrial Designated Land Included in City Sewer Service Area 101

	Total Acres	Developed Acres	Undeveloped Acres
In City	69.5	15.0	54.4
In County	72.1	46.8	25.3
Total	141.6	61.9	79.7

Note: There are also 22.9 acres in the city sewer service area that are designated as Agricultural Preserve.

Source: Brian Kangas Foulk

The portion of this area within the city's sewage service area is served by the North Hollister Interceptor System. This interceptor system conveys wastewater to the city's domestic wastewater treatment plant through a series of pump stations, force mains, and gravity lines.

Approximately 62 acres of this area are currently developed. Based on generation rates for an industrial business park (1,800 gallons per day per acre), the existing wastewater generation to either on-site septic tank systems or the city's wastewater system is 111,400 gallons per day.

Wastewater from the northerly 60 percent of this area that is connected to the city's wastewater system flows to 8-inch, 10-inch and 12-inch gravity lines to Airport Pump Station No. 1. Airport Pump Station No. 1 has two 800 gallons per minute pumps, one to meet demand and one as back-up. Airport Pump Station No. 1 discharges to

a 10-inch diameter force main that conveys wastewater to Airport Pump Station No. 2. The existing peak flow to this pump station is 40 gallons per minute.

Wastewater from the southerly 40 percent of this area that is connected to the city's wastewater system flows to 8-inch, 10-inch, and 12-inch gravity lines to Airport Pump Station No. 2. Airport Pump Station No. 2 is located on Highway 156 approximately 1,500 feet north of its intersection with McCloskey Road. Airport Pump Station No. 2 was recently improved and now has three pumps with 900 gallons per minute capacity each. The design pumping capacity is 1,800 gallons per minute with two pumps operating. However, the pumping capacity can be increased to 2,200 gallons per minute by modifying the existing pumping units without modification to the discharge piping. The existing peak flow to this pump station is 71 gallons per minute.

Wastewater from Airport Pump Station No. 2 flows to a 12-inch force main southerly along Highway 156 to the city's main trunk line to the city's wastewater treatment plant. The main trunk line flow capacity is 30 cubic feet per second. The existing peak flow in the main trunk line is 6.4 cubic feet per second.

In 1979, the city constructed a domestic wastewater treatment plant with a design capacity now estimated to be 2.69 million gallons per day. Following primary and secondary wastewater treatment, the wastewater from settling ponds is infiltrated into the groundwater through the use of 16 land disposal beds.

8.1.2 Projections

The City of Hollister and Sunnyslope County Water District collect and treat the domestic wastewater from the city. Approximately 165 acres of this area are within the city's sewage service area boundary. The remaining 531 acres are outside of the city's sewage service area boundary and are not included in either the city's or the water district's master plans. The projected wastewater generation rates are presented in Table 18.

The general plan designates 141.6 acres of this area as Light Industrial. The corresponding wastewater generation rate is approximately 255,000 gallons per day. The remaining 554.4 acres are designated as Agricultural Preserve. With implementation of the area plan and corresponding changes in land usage, the wastewater generation rate for these 554.4 acres is 526,000 gallons per day. The projected wastewater generation from the area plan study area is projected to be 781,200 gallons per day. This compares with the general plan 2010 generation rate of 3,800,000 gallons per day. With inclusion of the area plan study area, the general plan 2010 peak generation rate will increase to 4,326,000 gallons per day.

TABLE 18

**Northeast Hollister Area Plan
Projected Wastewater Generation**

Land Use	Acres	Rate (gpd/acre)	Total (gpd)
Industrial Business Park (IBP)	329	1,800	592,200
General Commercial (GC)	11	1,800	19,800
Administrative and Professional Office (APO)	64	1,800	115,200
Light Industrial and General Commercial (LI/GC)	30	1,800	54,000
Open Space and Parks (OS/P)	225	0	0
Major Roadways	37	0	0
Totals	696		781,200

**General Plan
Projected Wastewater Generation**

Land Use	Acres	Rate (gpd/acre)	Total (gpd)
Light Industrial Designation	141.6	1,800	254,862
Agricultural Preserve Designation	22.9	0	0
Remaining Area	531.5	0	0
Totals	696.0		254,862

Source: Brian Kangas Foulk

Pump Stations

The pump stations and appurtenant force mains designated as Airport Pump Station No. 1 and No. 2 were designed and constructed to provide service to a designated service area. When the designated service area is built out, it is not anticipated any excess capacity will exist in the system. At the time designated "general plan 2010 buildout", only a small portion of the designated service area is anticipated to be occupied, leaving interim capacity available (George Lewis, City of Hollister Engineering Department, memo to consultant, July 13, 1995).

Airport Pump Station No. 1 has a pumping capacity of 800 gallons per minute with a backup pump. The pump station capacity can be expanded to 1,600 gallons per minute by replacing pumps. The pump station has the capacity to serve existing development plus future development in this area. If any area outside the designated service area is served by the system, it will be necessary to provide a funding and

implementation mechanism to replace the capacity used, when needed by the designated service area (George Lewis, City of Hollister Engineering Department, memo to consultant, July 13, 1995).

Airport Pump Station No. 2 has a pumping capacity of 1,800 gallons per minute. The existing pump station can be expanded to 2,200 gallons per minute without modification to the discharge piping. The pump station has capacity to serve existing development, the area plan, and the contributing general plan 2010 buildout. If any area outside the designated service area is served by the system, it will be necessary to provide a funding and implementation mechanism to replace the capacity used, when needed by the designated service area (George Lewis, City of Hollister Engineering Department, memo to consultant, July 13, 1995).

Table 19 presents the flow projections to Airport Pump Stations No. 1 and No. 2.

TABLE 19
Pump Station Flow Projections

Condition	Station No. 1 (Gallons / Day)	Station No. 2 (Gallons / Day)
Existing Development	23,000	41,000
Existing Development With Area Plan	425,000	523,000
General Plan Build-out	126,000	126,000
General Plan Build-out With Area Plan	528,000	690,000
Designated Service Area With Area Plan	2,676,285	3,695,504

Source: Brian Kangas Foulk/City of Hollister Engineering Department

Table 20 presents the pumping rates at each pump station that would be required to service these projected pump station flows.

Trunk Lines

The city's domestic wastewater interceptor line peak flow capacity is 30 cubic feet per second. The existing peak flow in the main trunk line is 6.4 cubic feet per second. The area plan would increase the peak flow in the city's main trunk line by less than three cubic feet per second to approximately 9 cubic feet per second. Thus, with future development in this area and no contributing general plan build-out, the city's main trunk line has 21 cubic feet per second available peak flow capacity.

Peak flow associated with the general plan 2010 build-out, exclusive of the area plan, is projected to be 12 cubic feet per second and, inclusive of the area plan, is projected to be 14 cubic feet per second. (Portions of this area are already included in the general plan build-out.) General plan 2010 build-out flows will not exceed the city's domestic wastewater interceptor line peak flow capacity.

TABLE 20

Pump Station Rate Requirements

Condition	Station No. 1 (Gallons/Minute)	Station No. 2 (Gallons/Minute)
Existing Development	40	71
Existing Development With Area Plan	740	1,310
General Plan Build-out	220	220
General Plan Build-out With Area Plan	920	1,200
Designated Service Area With Area Plan	1,858	2,566

Source: Brian Kangas Foulk/City of Hollister Engineering Department

Wastewater Treatment Plant

The design capacity of the city's wastewater treatment plant is 2,690,000 gallons per day. An additional 1,100,000 gallons per day of wastewater treatment capacity is needed to serve the general plan build-out. An additional 526,000 gallons per day of wastewater treatment capacity is needed to serve this area. (A total of 781,000 gallons per day for this area less 255,000 gallons per day for the portion of this area already included in the general plan build-out.) The additional wastewater treatment and disposal capacity necessary for both general plan 2010 build-out and area plan build-out is 1,600,000 gallons per day.

8.1.3 Issues

Future development will increase wastewater generation to city facilities. This future development must be accommodated while maintaining the existing level of wastewater collection, treatment, and disposal service. ~~Three alternatives are available for providing wastewater service:~~

Alternative One

~~This alternative consists of connecting to the city's wastewater system. Wastewater from this area will be conveyed to the city's wastewater treatment plant through existing or improved wastewater facilities. This alternative will increase the projected flows to wastewater lines between this area and the city's wastewater treatment plant by 526,000 gallons per day. To accommodate peak flows, wastewater conveyance facilities should be planned for an additional 913 gallons per minute above that projected under general plan build-out. The existing wastewater system has flow capacity for the general plan and area plan build-out except at Airport Pump Station No. 1, where replacement of pumps is required. Wastewater systems improvements under this alternative will include the following facilities:~~

- An on-site wastewater collection system.
- Improvements to Airport Pump Stations No. 1. Airport Pump Station No. 1 has reported capacity with a backup pump of 800 gallons per minute. With no other development within the city's sewer service area, Airport Pump Station No. 1 has adequate capacity.

This alternative would discharge to the city's wastewater system, with the exception that some wastewater line sizes would be increased slightly to account for the added wastewater flows. This alternative requires discharging to large diameter main trunk line facilities. There is adequate capacity available in the trunk lines to serve the existing demand plus the proposed demand from future development. Depending on the timing of future development, this adequate capacity may no longer be available. This alternative may require replacing or augmenting the gravity main from Flynn Road all the way to the Airport Lift Station No. 1.

The existing system could be utilized as long as capacity existed but a funding and implementation mechanism would have to be established to construct the new facilities when needed (George Lewis, City of Hollister Engineering Department, memo to consultant, July 13, 1995).

Alternative Two

This alternative consists of discharging to the city's wastewater system, with the exception that a new wastewater pump station, force main, and trunk line will be constructed from the airport area to the city's wastewater treatment plant. This new trunk line would bypass the downtown area to the city's wastewater treatment plant. This alternative may require replacing or augmenting the gravity main from Flynn Road to Airport Lift Station No. 1; however, this will depend on the location of the proposed pump station.

The new facilities would be required to be constructed initially (George Lewis, City of Hollister Engineering Department, memo to consultant, July 13, 1995).

Alternative Three

This alternative Wastewater treatment plans for this area consist of the construction of a sub-regional package batch wastewater treatment plant. Although the treatment plant could be located off site, this plan provides for its use within the boundaries of the area plan. The treatment plant can be located either on-site or off-site at a point suitable for treating additional general plan area flows. In either case, The location of the batch plan is identified in Figure 22. The treatment plant can be staged such that Service Area 101 sewage flows through the existing collection system to the treatment plant until sufficient development has occurred to justify the construction of the sub-regional batch facility.

Wastewater will be treated to a level suited for use for golf course and park irrigation. Storage ponds will be provided to hold treated wastewater during periods when the ground is saturated. A storage volume of approximately 150 acre-feet is required. A 16-acre pond with a depth of 12 feet provides the required storage (including allowance for freeboard and side slopes). Other depth-area configurations for the pond are possible.

This alternative batch plant would reduce requirements for the expansion of the airport pump stations, would reduce flows through the city's trunk lines and wastewater treatment plant. A sub-regional batch wastewater treatment plant in this area would allow for use of reclaimed water for golf course and park irrigation, thereby reducing the need for imported waters.

This is preferable to using reclaimed water from the city's wastewater treatment plant for a couple of reasons. First, there is the question of how to get the reclaimed water from the city's wastewater treatment plant to this area. Second, based on existing treatment practices, the city's wastewater treatment plant would not treat wastewater well enough to use as reclaimed water.

~~Figure 21 illustrates wastewater system improvements necessary to meet wastewater system deficiencies and serve this area for Alternatives One and Two. Figure 22 illustrates wastewater system improvements necessary to meet wastewater system deficiencies and serve this area for Alternative Three. Locations shown are conceptual and further study will be required to identify the best routes.~~

8.1.4 Area Plan Map

The following land use designation is related to wastewater service:

Public/Institutional (PI)

This land use designation includes institutional, academic and community service uses, including libraries, hospitals, police and fire stations, churches, cemeteries, wastewater treatment plants, public and private schools, civic centers, and other governmental uses.

Approximately 22 acres contain this land use designation. This includes the proposed location of a sub-regional batch wastewater treatment plant. The following goals, policies and implementation programs supplement the existing goals, policies, and implementation programs in the general plan.

8.1.5 Goals

- Provide adequate levels of wastewater service for future development to ensure the continued health, welfare and safety of all local residents.

8.1.6 Policies

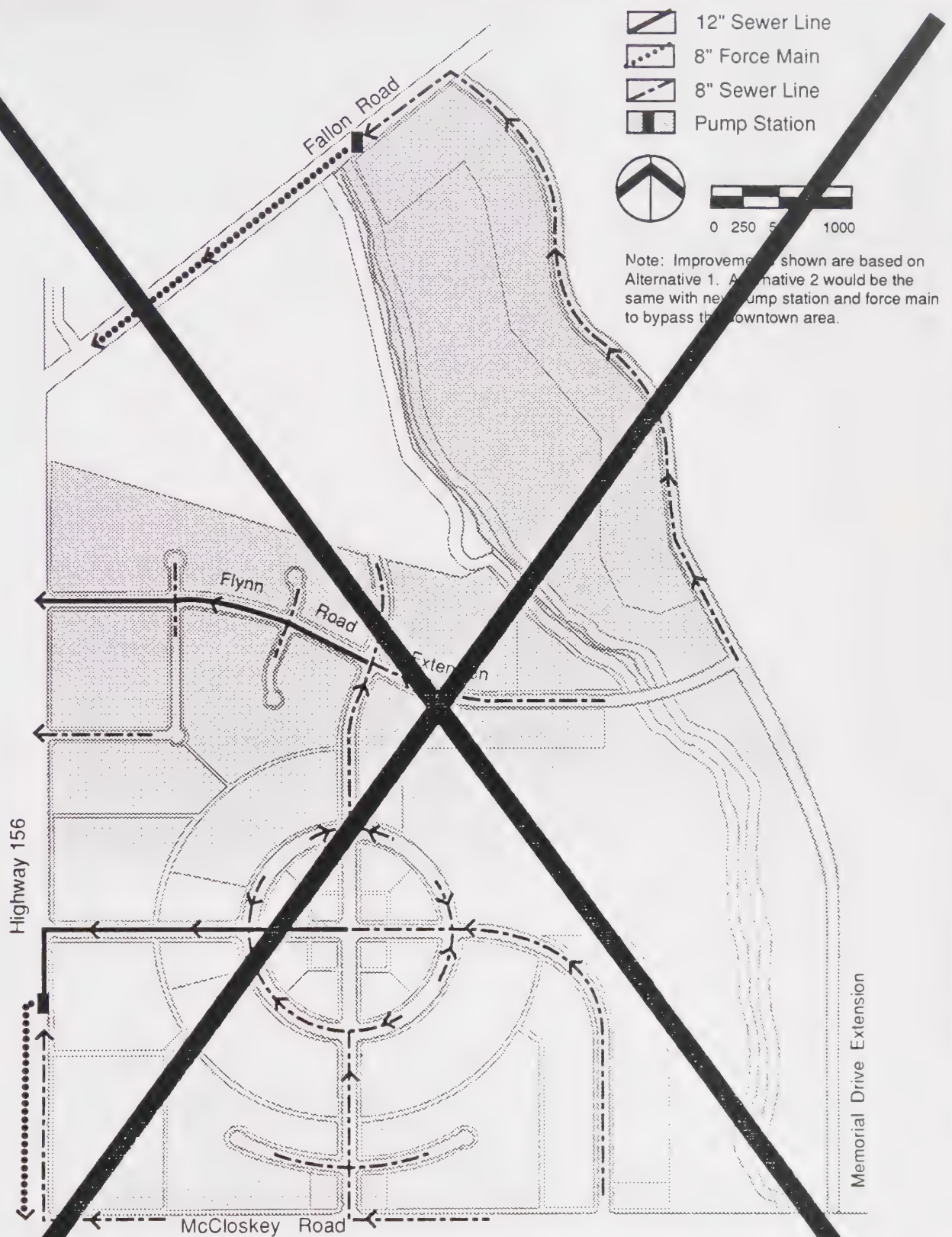
1. Future development shall provide adequate wastewater collection, treatment, and disposal capacity to accommodate future development.

8.1.7 Implementation Programs

- A. Future developers shall provide adequate wastewater collection, treatment, and disposal facilities through the construction of an on-site, ~~or off-site if appropriate, sub-regional~~ batch wastewater treatment plant in accordance with all local, state, and federal regulations. The package wastewater treatment plant shall include the following measures:
1. Designed and constructed to provide reclaimed wastewater for golf course and park irrigation.
 2. Designed to incorporate storage ponds to hold treated wastewater during periods when the ground is saturated.
 3. Located so as not to create land use incompatibility impacts with surrounding land uses.

The sub-regional batch wastewater treatment plant shall be designed by project proponents, and constructed when the city's 3.8 mgd plant is at 94 percent capacity. The design and construction shall be subject to review and approval by the city prior to approval of further tentative maps. The sub-regional batch wastewater treatment plant shall be financed, constructed, and operated to the satisfaction of the appropriate local, state, and federal agencies prior to occupancy of any new structures. ~~Because the treatment plant will be planned to ultimately serve other development, as well as that within the area plan planning area, a reimbursement agreement with the city will be necessary.~~

- B. The sub-regional batch wastewater treatment plant shall be operated by an appropriately licensed wastewater treatment plan operator ~~subject to review and approval by the city prior to occupancy of any new structures.~~
- C. The sub-regional batch wastewater treatment plant shall be dedicated to the city or a special district upon completion and operation. This shall be included in subdivision agreements prior to approval of final maps.
- D. Future development shall be required to participate in a special district to provide funding for the operation and maintenance of the sub-regional batch wastewater treatment plant upon completion of construction and successful operation. This shall be specified in subdivision agreements prior to approval of final maps.
- E. The city's design criteria in place at the time of future development shall be used for designing any wastewater facility improvements for future development. This shall be subject to review and approval by the city prior to approval of tentative maps.



Source: Brian Higgins Foulk

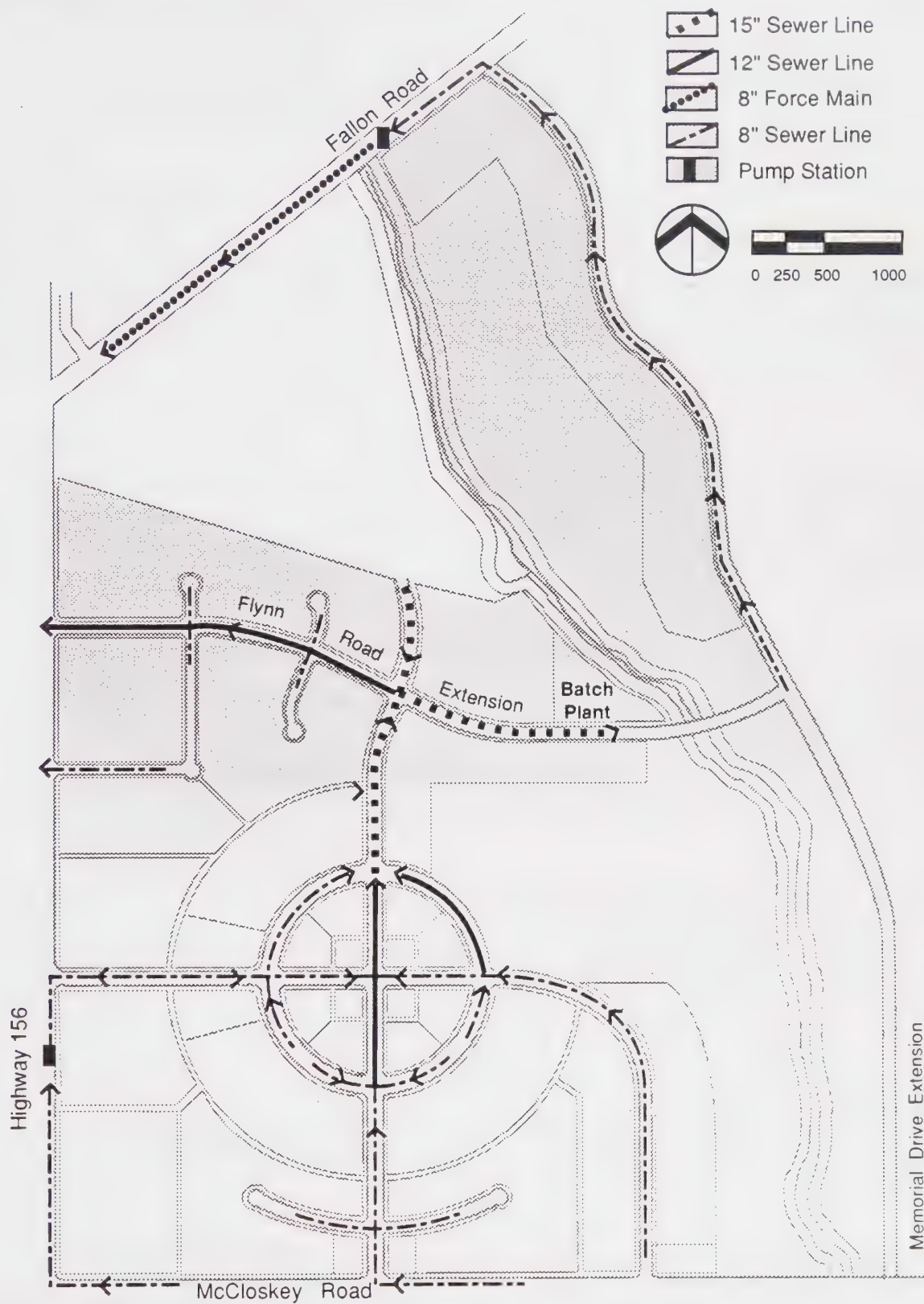


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Northeast Hollister Area Plan Wastewater System Improvements (Alternatives 1 & 2)

Figure
21

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Source: Brian Kangas Foulk



A Land Use Planning
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Northeast Hollister Area Plan Wastewater System Improvements (~~Alternative 3~~)

Figure
22

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8.2 Water Service

8.2.1 Setting

This area is serviced by the city and the San Benito County Water District Zone 6. The city supplies potable water to municipal and industrial water users. The San Benito County Water District supplies non-potable water, primarily to agricultural users, but also to municipal and industrial water users. Water is also obtained from on-site wells.

Allocation

The city's water system has been in operation since 1945 when the city acquired a privately owned water company that served the area since prior to 1900. The city obtains water from two sources: wells within both the city and the Cienega Valley. The in-city wells produce 95 percent of the city's water supply with the Cienega Valley's wells providing the balance.

The city's public works master plan states that water usage will increase over time with new development. The master plan summarizes that there will be sufficient water to accommodate new development if certain capital improvements are made, such as construction of new wells and a new water treatment plant that will be necessary to refine water from the San Felipe Project water. The city has authorized preparation of an environmental document for a water treatment plant for the San Felipe Project water. The current schedule calls for the project to be on-line in 1997 or 1998.

The San Benito County Water District obtains water from the United States Bureau of Reclamation. The water supply is imported through the San Felipe Project. The water district has an ultimate allocation of 8,258 acre-foot for municipal and industrial water users. The municipal and industrial water must be treated by the user if used for potable water purposes.

Pumping

All of the water supply for the city is from groundwater. The safe pumping capacity of the city is 5,011,200 gallons per day.

Demand

This area receives domestic water from the city and irrigation water from the San Benito County Water District. Based on the city design criteria, the developed portion of this area (62 acres) uses 197,400 gallons per day of water. The agricultural portion of this area uses about 1.2 acre-feet per acre annually. If the undeveloped portion of this area is irrigated, the water usage is 679,600 gallons per day, yielding a

total water usage of 877,000 gallons per day. Table 21 presents a summary of the existing water demand.

Existing residential uses located outside of the city service area are served by individual wells.

TABLE 21
Existing Water Demand

Existing Land Use	Acres	Rate (gpd/acre)	Existing Water Demand
Industrial and Commercial	62	3,184	197,408
Agricultural	634	1,072	679,648
Totals	696		877,056

Source: Brian Kangas Foulk

Storage

The city has two, two-million-gallon storage tanks and one half-million gallon storage tank. The storage in one of the two million gallon storage tanks is shared with the Sunnyslope County Water District, leaving the city with 3.5 million gallons of water storage. This is 0.20 million gallons (200,000 gallons) greater than the city's desired water storage.

The San Benito County Water District stores excess storm drainage from winter rains at two storage reservoirs: the Hernandez Reservoir and the Paicines Reservoir. Hernandez Reservoir is located approximately 44 miles south of the city and stores 18,700 acre-feet of water. Paicines Reservoir is located approximately 11 miles south of the city and stores 3,500 acre-feet of water. The water district stores San Felipe water in San Justo Reservoir where they have 10,000 acre-feet of storage. The total storage capacity for the water district is 32,200 acre-feet.

Distribution System

Water from the city is distributed through a series of water lines ranging in size from 4 to 12 inches in diameter. The 12-inch diameter water lines provide primary transmission of water while the smaller diameter water lines distribute water within localized areas. There are 12-inch diameter water lines along Shelton Drive, Fallon Road (Shelton Drive to Highway 156), Highway 156 (McCloskey Road to Fallon Road), and along McCloskey Road (Highway 156 east approximately 600 feet).

The San Benito County Water District has distribution lines with multiple outlets within this area that are currently used for irrigation of agricultural lands.

This area is within the service area of the San Benito County Water District. In addition, approximately 165 acres are within the city's service area, as the district's and city's service areas overlay. Approximately 531 acres are outside of the city's service area and would have to be annexed to the city's service area to receive water from the city.

8.2.2 Projections

Future development is projected to generate water usage of 1,382,000 gallons per day for industrial and commercial uses and 241,000 gallons per day for park and recreation uses. Total water usage for this area will be 1,623,000 gallons per day. The general plan currently includes usage for the 141.6 acres that is within the city's service area at 451,000 gallons per day. The potable water requirements for the portion of this area outside of the city's service area is 1,172,000 gallons per day.

Based on the city's average usage rates, future development will increase total water usage from 982 acre-feet per year to 1,818 acre-feet per year. This is a net increase of 836 acre-feet per year. The projected increase in water usage is likely to be substantially lower than indicated using city usage rates. This is because the distribution and warehouse facilities that are being considered will have substantially lower water usage than light industrial facilities that are used as the basis for the city usage rates. Table 22 presents the water usage.

8.2.3 Issues

Future development may increase the water demand from the city's water system. This future development must be accommodated while maintaining the existing level of service.

Future development is not considered to be constrained by water service and water service will be able to be provided to this area. There is potable groundwater available from existing wells. It is likely that fees from future development will allow connection to the city's water supply and storage system. Additional fees may be required for construction of groundwater wells, groundwater treatment plant, and/or a storage reservoir. The city is currently studying water supply issues for supplying water to new development.

Figure 23 illustrates the proposed water system improvements. The water system is a looped 12-inch water line water system, with 12-inch lines at major roadways. There appears to be three alternatives available for domestic water supply:

Alternative One

This alternative includes obtaining both potable and irrigation water supply from the city. Future development will be responsible for paying connection fees and for correcting water system deficiencies (with future reimbursement for excess capacity) necessary to provide water service to this area. Under this alternative, the water demand on the city's water system will increase by 1,426,000 gallons per day (an average of 940 gallons per minute). This is a projected water demand of 1,623,000 gallons per day minus existing demand from the city of 197,000 gallons per day. To compensate for the additional demand, the city system must be expanded by a combination of water storage and water pumping that will allow the city to supply a peak demand of 1,840 gallons per minute. This 1,840 gallons per minute is additional for the project site.

TABLE 22
Projected Water Demand
Based on Area Plan

Land Use	Acres	Rate (gpd/acre)	Total (gpd)
Industrial Business Park (IBP)	329	3,184	1,047,536
General Commercial (GC)	11	3,184	35,024
Administrative and Professional Office (APO)	64	3,184	203,776
Light Industrial and General Commercial (LI/GC)	30	3,184	95,520
Open Space and Parks (OS/P)	225	1,071 ¹	241,000
Major Roadways	37	0	0
Totals	696		1,622,856

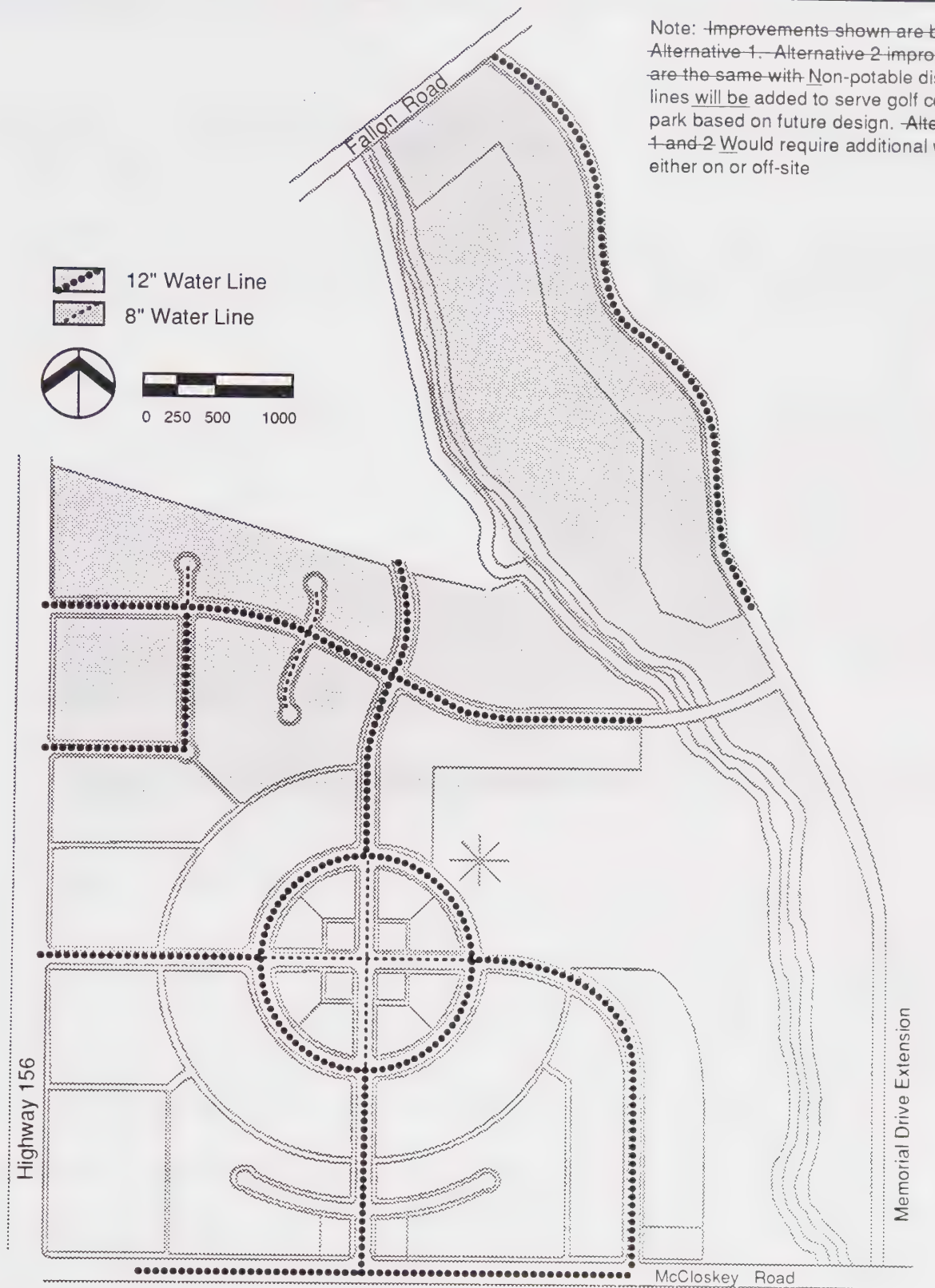
Projected Water Demand
Based on General Plan

Land Use	Acres	Rate (gpd/acre)	Total (gpd)
Light Industrial Designation	141.6	3,184	450,823
Agricultural Preserve Designation	22.9	0	0
Remaining Area	531.5	0	0
Totals	696.0		450,823

1 Based on 1.2 acre-feet per acre per year average.

Source: Brian Kangas Foulk

Note: Improvements shown are based on Alternative 1. Alternative 2 improvements are the same with Non-potable distribution lines will be added to serve golf course and park based on future design. Alternatives 1 and 2 Would require additional wells either on or off-site



Source: Brian Kangas Foulk



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Northeast Hollister Area Plan Water System Improvements ~~Alternatives 1 and 2~~

Figure
23

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~~However, under this alternative, the water demand on the San Benito County Water District water system will decrease by 679,000 gallons per day. This is the existing irrigation water demand.~~

~~This alternative allows both potable and irrigation water to be received from a single source. There is a single on-site water distribution system and water purveyor. The disadvantage is that potable water would be used for irrigation. If water treatment is mandated in the future, expensive treated water will be used for golf course irrigation.~~

~~This alternative includes obtaining w~~Water will be obtained ~~from both the city and the San Benito County Water District. The city will be the primary source of potable water and the San Benito County Water District will be the primary source for non-potable water. The San Benito County Water District has stated that they will supply this area with non-potable water to a single water meter. Under this alternative, the demand on the city's water system will increase by 1,185,000 gallons per day (an average of 823 gallons per minute). This is projected water demand of 1,382,000 gallons per day (excluding open space and park uses) minus existing demand from the city of 197,000 gallons per day. To compensate for the additional demand, the city system must be expanded by a combination of water storage and water pumping that will allow the city to supply a peak demand of 1,650 gallons per minute. This 1,650 gallons per minute is additional for the project site.~~

~~However, under this alternative, the water demand on the San Benito County Water District water system will decrease by 438,000 gallons per day. This is the existing irrigation water demand of 679,000 gallons per day minus the projected water demand for open space and park uses of 241,000 gallons per day.~~

~~This alternative would require a dual distribution system and care not to cross-connect the two sources of water. If water treatment is required in the future, the cost of potable water supply is likely to be significantly greater than the cost of non-potable water supply. Thus, low cost non-potable water can be used for irrigation and higher cost potable water for domestic uses. (At this time, potable water is not treated, thus there is minimal cost difference between potable and non-potable water.) Future development areas must be annexed into the city's water service area. The role of SBCWD will be as wholesaler of non-potable water. The city will then distribute both domestic and irrigation water through two separate pipeline systems.~~

Alternative Three—Independent Water Systems

~~This alternative includes obtaining water from both individual wells and the San Benito County Water District. Individual land owners outside of the city's service area will drill wells as needed for potable water. The San Benito County Water District will provide non-potable water.~~

~~This alternative is the practice of existing residents that are outside of the city's water service area. With this alternative, areas outside of the city's water service area would be required to construct private wells to provide water supply. Alternatively, a~~

~~private water district could be formed to provide groundwater, thus allowing several property owners to share in the cost of a private well.~~

~~The San Benito County Environmental Health Department would be responsible for the private water system if there are four or less meters connected to a single water supply source. The California Health Department would be responsible for the private water system if more than four meters are connected to a single water supply source. Private water districts will be required to meet testing, reporting, and care standards set by the state and county agencies. This would be an added burden to property owners and should only be considered if the city is not willing to annex this area to the city's water service area.~~

~~Alternative two is the preferred alternative because of This method of obtaining water is the lowest long-term cost to provide both potable and non-potable water. Alternative one may require potable water use for the golf course and park irrigation. The water treatment process will add costs that are not necessary to this use of water. Alternative three is not preferred because operation, maintenance, and water quality test costs are reduced for a single larger system. With all three alternatives, ~~t~~The water supply could will be supplemented by reclaimed water from an on-site wastewater treatment plant.~~

8.2.4 Area Plan Map

No land use designations relate to water service. The following goals, policies and implementation programs supplement the existing goals, policies, and implementation programs in the general plan.

8.2.5 Goals

- Provide adequate levels of water service for future development to ensure the continued health, welfare and safety of all local residents.

8.2.6 Policies

1. Future development shall provide an adequate water supply and an adequate water distribution system to meet the demands of future development in accordance with phasing of the area plan.

8.2.7 Implementation Programs

- A. Future development shall obtain potable water supply from the city and non-potable water supply from the San Benito County Water District. The Hollister Area Water Treatment Plant shall be completed prior to development of the area plan so that imported San Felipe Municipal/Industrial water can be used to serve development. Future development shall participate in the improvement of the capacity of water distribution and treatment facilities when future

development causes water system deficiencies. This is anticipated to occur when the commercial/industrial portion of the area plan is 65 percent built out. The golf course is not affected by this because water will be supplied from the batch wastewater treatment plant. Participation will be based on the proportionate use of the proposed water facilities. This shall be subject to review and approval by the city prior to approval of further tentative maps.

- B. Future development areas that are proposed to received potable water from the city must be annexed into the city's water service area. This shall be subject to review and approval by the city prior to approval of final maps.
- C. Future development shall provide a plan for the abandonment or continued use of existing wells in accordance with the requirements of regulatory agencies. This shall be reviewed and approved by the city prior to approval of tentative maps.
- ~~D. Future development shall be required to utilize water conservation landscaping. This shall be subject to review and approval by the city prior to the issuance of building permits.~~
- D. Future development shall be required to prepare a water conservation plan consistent with Best Management Practices as adopted by the California Urban Water Conservation Council. The plan shall include water-conservation landscaping and a limitation on the golf course water use to 1.2 acre feet per year (keeping it at an existing level of water use by agriculture.) The water conservation plan shall be subject to review and approval by the City Planning Department, prior to the issuance of building permits.
- E. The city design criteria in place at the time of future development shall be used for designing the water distribution facilities. This shall be subject to review and approval by the city prior to approval of tentative maps.
- E. Future development shall preserve easements for the San Benito County Water District waterlines, whether they are presently located within public right-of-ways or within easements over private properties. Any construction affecting the district's facilities shall be in accordance with district standards. If it is necessary to remove or relocate any of the district's facilities, the work shall be approved by the district at the expense of the developers.

8.3 Storm Drainage Service

8.3.1 Setting

Storm drainage within the city is collected by an existing storm drain system and is discharged into both the San Benito River and the Santa Ana Creek. The San Benito River currently handles only the storm drainage from an area primarily west of the Southern Pacific Railroad tracks and from the Sunnyslope area of the city. However,

it is capable of handling all of the storm drainage from the city if access to the river was feasible.

The Santa Ana Creek handles storm drainage from the area to the east, which flows into San Felipe Lake. San Felipe Lake discharges to a man-made diversion channel known as Miller's Canal. Miller's Canal discharges to the Pajaro River, which discharges to Monterey Bay. San Felipe Lake is privately owned and without flood control improvements; San Felipe Lake is not capable of regulating storm drainage flows.

This area is located in the drainage area for Santa Ana Creek. Much of this area is undeveloped and does not contain storm drainage improvements. The developed portion is served by a storm drain that discharges to Santa Ana Creek upstream of the bridge at Fallon Road. The undeveloped portion drains by overland flow to Santa Ana Creek. A portion of the this area is located within the 100-year floodplain as designated by the Federal Emergency Management Agency.

This area is outside of the city's public works master plan area and the county is currently responsible for storm drainage in this area. Storm drainage is by county drainage criteria, but ultimately, storm drainage will be subject to the city's drainage criteria.

Santa Ana Creek is a vegetated channel through this area. The top of creek banks are between eight and 16 feet above the storm drainage flow line. The overbank is farmed with no defined flow path. Concrete channel side walls are provided at bridges. The bridges at the upstream and downstream end of this area clear span Santa Ana Creek.

The general plan states that one critical area of flooding in the city is Santa Ana Creek where it is adjacent to the Hollister Business Park and an unincorporated residential neighborhood (i.e., between the Highway 156 crossing and about 3,500 feet south of Fallon Road's crossing Santa Ana Creek). No improvements are discussed for alleviating flooding in this area.

The Federal Emergency Management Agency reports that Santa Ana Creek has a drainage area of 56.9 square miles where Santa Ana Creek crosses Highway 156. The corresponding 100-year storm event peak flow rate is 7,500 cubic feet per second. For purposes of this area plan, this peak flow rate is used for evaluating conceptual alternatives. The existing peak flow rate from this area is approximately 165 cubic feet per second. The total volume of storm drainage during the 100-year storm event, two hour storm, is 21 acre-feet.

8.3.2 Projections

Development within this area will result in the conversion of 409 acres of agricultural preserve to industrial and commercial land usage. The conversion will change the ground cover and the drainage pattern from the land, causing an increase in the volume and peak rate of storm water runoff. Approximately 62 acres are currently developed and will not change storm drainage characteristics. The remaining 225

acres are proposed for open space and park uses and will not change storm drainage characteristics significantly.

The proposed industrial and commercial uses will be served by storm drainage facilities. Much of this area will be paved with impervious surfaces. The paving of an area decreases infiltration to groundwater and increases the amount of storm drainage. The volume of storm drainage will increase as a result. Placement of storm drains causes storm drainage to be collected and conveyed to the drainage outlet more efficiently. Thus, the expected peak rate of runoff that will occur during a storm event will increase. For the typical storm that occurs frequently during a year, this is not a significant problem because there is adequate downstream flow capacity for the type of storm. During more intense storm events, such as the average worse annual storm (the two-year storm event), the increased flows can increase the flood potential for the downstream storm drainage system. For the two-year event, the peak rate of site runoff will increase from 49 cubic feet per second to 173 cubic feet per second. During a 10-year event, an increase from 95 cubic feet per second to 280 cubic feet per second is expected. During the 100-year event, the increase may be less severe because the ground is typically saturated at the start of the 100-year event, and the amount of impervious area is less critical.

8.3.3 Issues

Future development will increase the storm drainage to downstream drainage facilities. This future development must be accommodated while maintaining (or improving) the existing level of service.

Future development is constrained by the 100-year floodplain. Future development will increase peak flows to Santa Ana Creek, thereby increasing the flooding potential downstream to San Felipe Lake.

Santa Ana Creek flood potential exists in this area and to the north and west within the existing adjacent business parks. There has been consideration of a flood control project for the San Felipe Lake region in conjunction with the United States Army Corps of Engineers, but no action has been taken. Improvements in this area could include channel improvements along Santa Ana Creek that would remove the industrial parks north and south of Fallon Road from the 100-year floodplain. Based on recent preliminary estimates, the improvements to the Santa Ana Creek-San Felipe Lake storm drainage system to remove that area from the 100-year floodplain would amount to a cost of between \$100,000,000 and \$200,000,000. The city's public works master plan suggests alternate means of funding such projects. Fees for storm drainage improvements, although requiring considerable capital improvements are not considered to be a limiting factor for future development.

Questions have been raised within the community regarding the accuracy of the 100-year floodplain designation. The county is the lead agency for a proposed study to reevaluate the 100-year floodplain for Santa Ana Creek. It is possible that the county study will lead to the floodplain being redesignated. For purposes of this area plan, the existing information will be used for determining the need for storm drainage improvements.

As discussed in the storm drainage projections, future development will increase the peak flow rate for various return frequency storm events. The associated impact on the peak flow in Santa Ana Creek will be less than the increase in runoff from the site because of differences in the timing of the peaks. Peak discharge from this area occurs roughly two hours before the peak discharge from Santa Ana Creek. Several alternatives are available for addressing storm drainage issues:

Alternative One—Downstream Improvements

~~This alternative includes providing downstream channel improvements to accommodate increases in the peak flow rate to Santa Ana Creek for the various return frequency storm events. In addition, existing storm drain system deficiencies would also be corrected.~~

~~This alternative would result in the increased storm drainage causing an increase in the peak rate of storm drainage within Santa Ana Creek. There are four road crossings and approximately 6.5 miles of creek in the Santa Ana Creek reach from this area to San Felipe Lake. Much of the existing channel does not have capacity for the design storm drainage discharge. A concrete lined channel was investigated for the 6.5 mile creek length. It is likely that substantial off-site improvements would be required to correct existing channel capacity deficiencies and provide adequate capacity for the additional storm drainage peak flow. Other flood control measures appear to be more cost-effective.~~

Alternative Two—Channel and Detention Basin Improvements

~~This alternative includes providing c~~Channel improvements will be provided ~~to accommodate the 100-year peak flow rate through this area. This includes providing storm drainage control measures such as storm drainage detention and retention that limits the rate of storm drainage discharge to the creek channel to existing levels.~~

~~This alternative would include c~~Channel improvements would be made ~~between McCloskey Road and Fallon Road. Previous studies (for the county) have recommended a trapezoidal, concrete-lined channel with 2:1 side slopes. The design bottom width is 20 feet and the design vertical height is 12.5 feet. The recommended width of easement is 110 feet. Required concrete is 20.8 cubic yards per lineal foot over 6,700 feet, or 140,000 cubic yards. Other channel configuration are possible including rip-rap lining, gabion lining, and natural vegetation lining.~~

Storm drainage control measures would be included to detain or retain storm drainage on-site to maintain existing peak flow rates in Santa Ana Creek. Storm drainage detention is accomplished by storing the storm drainage peak in a basin, then releasing the stored storm drainage after the flood peak passes this area. Detention systems are typically hydraulically controlled, and require no mechanical or electrical systems to function.

A total basin volume of at least 25 acre-feet is recommended for storing storm drainage associated with future development. The storage can be accommodated in a seven-acre basin that is six feet deep (five feet of usable storage). The detention

basin could be included as a multiple use facility such as a golf course water hazard. It may be possible to utilize storage more efficiently by discharging directly to Santa Ana Creek, and allowing Santa Ana Creek peak flows to overtop into a detention basin within this area. The study of Santa Ana Creek will include an evaluation of storage in this area. If use of this area for regional storage is beneficial, further study of this alternative should occur. The required volume of storage should be refined during final design to mitigate increased runoff for various return frequency design events.

If a channel lining method is selected that leads to a substantially wider channel, the required flow detention may occur as channel storage. With a vegetated channel, the channel will be substantially wider. Instream channel detention will occur as a part of flow routing. For in-stream facilities, a combination of channel linings may better suit planned land uses. The off-stream detention basin should be located at the downstream end of this area, near Fallon Road. Specific in-stream improvements should be evaluated during the final design phase to match channel characteristics with desired architectural requirements.

Alternative Three—Restricted Overland Flow Path

~~This alternative includes restricting land use in the floodplain to activities that are not harmed by flooding, such as a golf course. This includes providing storm drainage control measures such as storm drainage detention and retention that limits the rate of storm drainage discharge to the creek channel to existing levels.~~

~~This alternative includes land use restrictions to allow flow to spread over the 100-year floodplain with no modifications to the creek channel. Minor grading changes can be made to better suit the land for a proposed land use. However, the peak flow conveyance will be maintained through this area. The floodplain requires a significant portion of this area. Minor changes in the creek channel size are required to convey the 100-year storm event peak flow. Thus, this alternative does not meet the goals of the area plan.~~

~~Alternative two is the preferred alternative because of minimized off-site impacts and costs. With this alternative the storm drainage peak flows exiting this area will not be increased for a 100-year storm event. The floodplain will be contained within the creek channel banks, thereby minimizing land use restrictions.~~

Figure 24 illustrates the storm drainage improvements necessary to meet existing system deficiencies within the city's service area, as well as storm drainage improvements to serve future development. This figure illustrates concepts that will be utilized for the cumulative effect associated with general plan build-out.

With these improvements, the entire 100-year floodplain is contained within the creek channel. However, off-site creek channel improvements are required to remove the northerly portion of this area from the 100-year floodplain. Phasing of creek channel improvements should be considered whereby on-site creek channel improvements are made to reduce most of the 100-year floodplain. Off-site creek

channel improvements are considered separately with costs shared by other affected property owners and the county.

8.3.4 Area Plan Map

No land use designations relate to storm drainage service. The following goals, policies and implementation programs supplement the existing goals, policies, and implementation programs in the general plan.

8.3.5 Goals

- Provide an adequate storm drainage system that will meet the needs of future development and not increase the potential for downstream flooding.
- Provide adequate creek channel flow capacity to reduce the area subject to flooding.

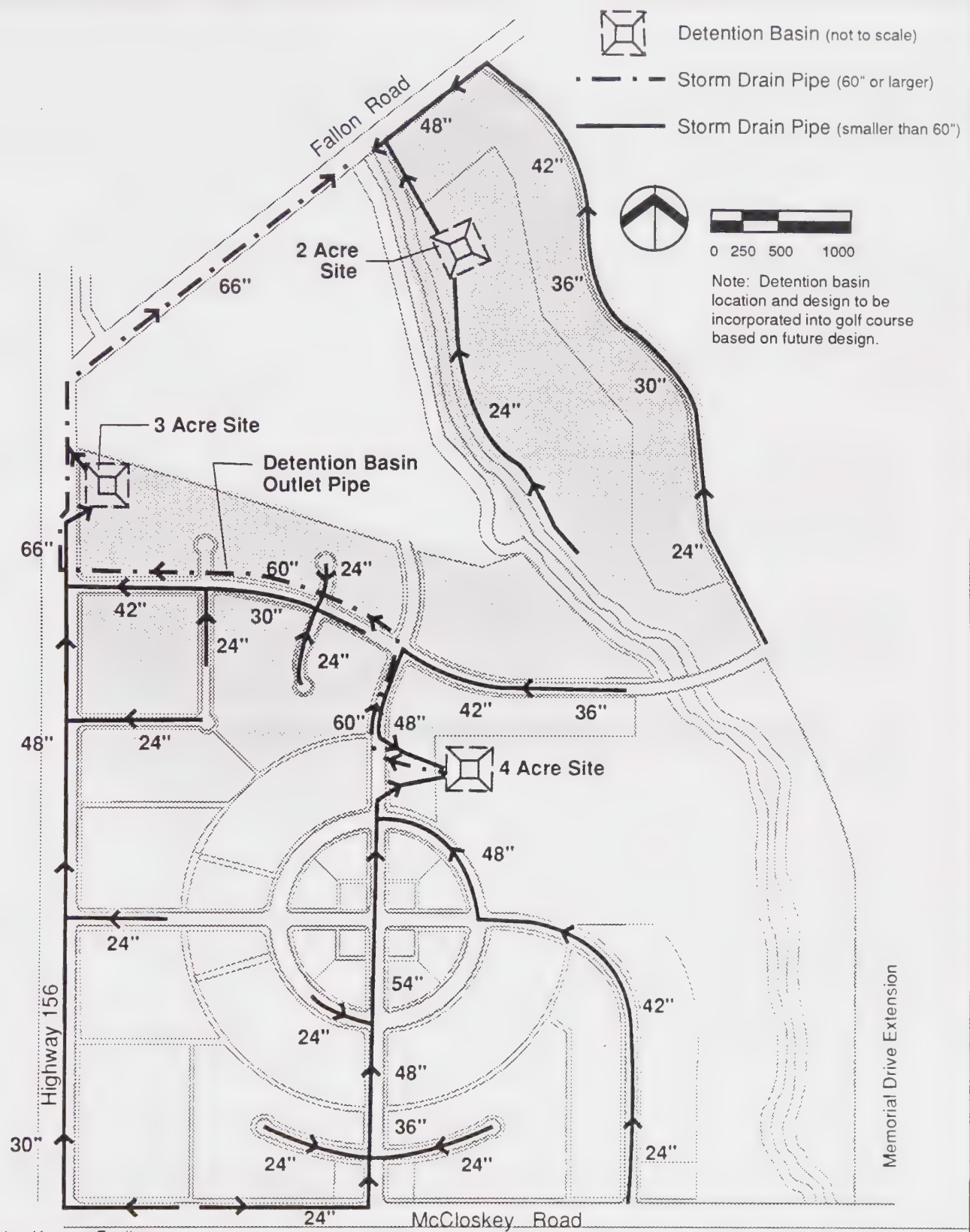
8.3.6 Policies

1. Provide a cost-effective and environmentally favorable solution for storm drainage that will accommodate additional storm drainage from this area and address existing storm drain system deficiencies.
2. Policy 8.3.6.2. Future development shall be designed to avoid the flood hazard or to provide flood control improvements to protect future development from the flood hazard.

8.3.7 Implementation Programs

- A. ~~Future development shall prepare a detailed hydrological study and drainage and erosion control plans that illustrate the elimination of existing and future flood hazards within this area. The hydrological study and drainage and erosion control plans should include the following:~~
1. ~~Provide creek channel improvements to accommodate the 100-year peak flow rate through this area for existing conditions.~~
 2. ~~Provide storm drainage control measures such as storm drainage detention and retention that limits the rate of storm drainage discharge to existing levels to the creek channel. Storm drainage control measures would be included to detain or retain storm drainage on-site to maintain existing peak flow rates to the creek channel.~~

~~A total basin volume of 25 acre-feet is recommended for storing storm drainage associated with future development. This storm drain storage can be accommodated in a seven acre basin that is six feet deep. The storage basin could be included as a multiple use facility such as a golf~~



Source: Brian Kangas Foulk



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Northeast Hollister Area Plan Storm Drainage System Improvements (Revised)

Figure
24A

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~~course water hazard. It may be possible to utilize storm drainage storage more efficiently by discharging directly to Santa Ana Creek, and allowing Santa Ana Creek peak flows to overtop into a detention or retention basin. The off-stream detention or retention basin should be located at the downstream end of this area, near Fallon Road.~~

~~The detailed hydrology study and drainage and erosion control plans shall be subject to the review and approval of the city prior to the approval of tentative maps.~~

~~B. The city design criteria in place at the time of future development shall be used for designing the storm drain improvements. This shall be subject to the review and approval by the city prior to approval of tentative maps.~~

A. Developers of the golf course shall prepare a detailed hydrological study addressing the elimination of existing and future flood hazards within this area. The study shall consider the Master Drainage Plan Study for Santa Ana Creek, currently being prepared for the County of San Benito by Shaaf & Wheeler (December 1995). The hydrological study shall identify the following:

1. Creek channel improvements necessary to accommodate the 100-year peak flow rate through this area for existing conditions. If channel widening is required, the method used shall be natural vegetation lining (as opposed to concrete, rip-rap or gabion).
2. Storm drainage control measures such as storm drainage detention and retention that limits the rate of storm drainage discharge to existing levels to the creek channel. The golf course shall be utilized to the fullest extent feasible for the placement of detention/retention facilities.

Note: At this time, a total basin volume of 25 acre-feet is recommended for storing storm drainage associated with future development. This storm drain storage can be accommodated in a seven acre basin that is six feet deep. The storage basin could be included as a multiple use facility such as a golf course water hazard. It may be possible to utilize storm drainage storage more efficiently by discharging directly to Santa Ana Creek, and allowing Santa Ana Creek peak flows to overtop into a detention or retention basin. The off-stream detention or retention basin should be located at the downstream end of this area, near Fallon Road.

3. Improvements necessary to existing culverts along Santa Ana Creek at Fallon Road. (Plans are being prepared by the County of San Benito for the replacement of the Fallon Road Bridge over Santa Ana Creek. This will be a two-lane structure designed to current hydrological standards.)
4. Percolation of detained stormwater into the groundwater basin.
5. Estimated costs associated with necessary improvements to eliminate flood hazards.

6. Financing mechanisms to equitably distribute the costs to the property owners benefiting from the improvements.

The detailed hydrology study shall be subject to the review and approval of the city prior to the approval of a use permit for the golf course.

- B. Developers of the golf course shall prepare a detailed drainage and erosion control plan, utilizing the hydrological study required in Implementation Program 8.3.7 A, that illustrate the elimination of existing and future flood hazards with this area. The drainage and erosion control plan shall include, but not be limited to, the following:

1. Creek channel improvements to accommodate the 100-year peak flow rate through this area for existing conditions. If channel widening is required, the method used shall be natural vegetation lining (as opposed to concrete, rip-rap or gabion).
2. Storm drainage control measures such as storm drainage detention and retention. Detention basin shall be designed to accommodate the increased storm drainage generated from this area in order to regulate flows to the creek, as well as to provide creek overflow storage capacity during a storm event. Storm drainage control measures shall be included to detain or retain storm drainage on-site to maintain existing peak flow rates to the creek channel, and to provide continued percolation of storm water to the groundwater basin. The design of the storm drainage control measures shall include methods for limiting access to detention basins for safety reasons.
3. The city design criteria in place at that time.
4. Improvements to the existing culverts along Santa Ana Creek at Fallon Road, if improvements have not already been implemented by the City of Hollister/County of San Benito. Improvements are necessary to provide additional downstream storm drainage capacity and reduce the flooding potential within this area.

Note: Plans are being prepared by the County of San Benito for the replacement of the Fallon Road Bridge over Santa Ana Creek. This will be a two-lane structure designed to current hydrological standards (George Lewis, City of Hollister Engineering Department, memo to consultant, July 13, 1995).

5. Methods for controlling erosion during construction activities, as well as pre- and post-construction activities.

The detailed drainage and erosion control plan shall be subject to the review and approval of the city prior to the approval of a use permit for the golf course. Improvements shall be made during the initial development phase of the golf course, prior to operation of the golf course.

- C. Developers of commercial/industrial parcels shall prepare a detailed drainage and erosion control plan that illustrate the elimination of existing and future flood hazards within their parcels, as appropriate. The drainage and erosion control plan shall be prepared using city design criteria in place at the time, and will be subject to review and approval by the City Engineering Department prior to approval of final maps.

8.4 Parks and Recreation Service

8.4.1 Setting

The Hollister Parks and Recreation Master Plan (hereinafter "parks and recreation master plan") establishes the goals, policies, and standards to guide future park and recreation decisions in the city. In addition to addressing park and recreation

facilities, the parks and recreation master plan provides guidance concerning park operations and maintenance, as well as funding and financing needs. Public park and recreation facilities currently available to residents within the city are summarized in Table 23.

TABLE 23
Existing Park and Recreation Facilities

Facility	Acres
Central Avenue Mini-Park	0.25
Veteran's Tot Lot Mini-Park	0.25
Hollister Community Center	0.25
Airport Neighborhood Park	0.75
Las Brisas Estates Neighborhood Park	1.00
McCarthy Street Neighborhood Park	1.50
Dunne Community Park	3.50
Cerra Vista Community Park	5.00
Calaveras Community Park	7.00
Rancho San Justo Sports Facility	13.00
Vista Park Hill Community Park	15.00
Veteran's Memorial Park (County)	35.00
Total	82.50

Source: Duncan and Jones

The following sports facilities are currently available for use by residents within the city: ballfields, soccer fields, tennis courts, basketball courts, swimming pool, gymnasiums, and public golf courses.

The parks and recreation master plan establishes a standard of four acres of developed parks and recreation facilities per 1,000 residents. The parks and recreation master plan indicates that the city currently provides approximately 4.1 acres of parks and recreation facilities per 1,000 residents, if the Veteran's Memorial Park (owned and operated by the county) is included. This is above the standard established by the parks and recreation master plan.

Maintenance of all park and recreation facilities, as well as street trees, public medians, city buildings and greenways, is provided by the Hollister Division of Parks, which is managed by the Director of Community Services. Full-time staff includes one supervisor and three park maintenance workers.

There are currently no park and recreation facilities provided in this area. There are currently no bicycle or pedestrian trails provided in this area.

8.4.2 Projections

The area plan does not include residential land uses. Therefore, future development will not directly result in increased population within the city and will not directly generate additional demand for park and recreation facilities necessary to meet the city's goal of providing 4.0 acres of improved park and recreation facilities for each 1,000 persons.

On the other hand, the area plan does include a significant amount of park and recreation land and facilities that will assist the city in meeting the demand for park and recreation facilities created by residential development throughout the city. The general plan has indicated that based on population projections included in the general plan, the city will need a total of approximately 152 acres of improved park and recreation land and facilities (Duncan and Jones, 1993). The area plan includes a golf course, linear park, regional trail, and additional open space areas totaling approximately 225 acres.

The parks and recreation master plan does not identify the need for additional park and recreation land or facilities. However, the parks and recreation master plan does identify areas along creeks as having potential for future bicycle and pedestrian trails. This has been included in the area plan.

8.4.3 Issues

Future development will indirectly result in increased usage of existing park and recreation land and facilities. This increased usage must be accommodated, while maintaining the existing level of service. The area plan includes park and recreation uses including a golf course, linear park, regional trail and additional open space areas totaling approximately 225 acres.

Future development will increase park maintenance requirements for the city. Additional funding may be required to provide adequate park maintenance.

8.4.4 Area Plan Map

The following land use designation is related to parks and recreation:

Open Space/Parks (O/P)

Open Space/Parks are lands utilized for public and private outdoor recreation purposes, including limited cultural uses such as amphitheaters, public art and museums associated with a public park. Approximately 225 acres have been designated as open space/parks including a golf course, a linear park, and a regional trail.

The following goals, policies and implementation programs supplement the existing goals, policies, and implementation programs in the general plan.

8.4.5 Goals

- Provide adequate levels of park and recreation land and facilities to meet the park and recreation needs of all local residents.
- Provide adequate levels of park and recreation maintenance for park and recreation facilities.

8.4.6 Policies

1. Provide park and recreation facilities that meet the quality standards established in the city's parks and recreation master plan.
2. Provide adequate funding for construction, operation, and maintenance of park and recreation facilities.

8.4.7 Implementation Programs

- A. The city shall pursue a development agreement for future development shall to dedicate the park land identified in the area plan map to the city for public use. The park land dedication shall be credited toward any park impact fees required by the city from future development. The city will be responsible for the design, construction, operation, and maintenance of the public park consistent with the parks and recreation master plan. The park land dedication shall be reviewed and approved by the city prior to issuance of building permits.
- B. Future development shall design and construct both on-site and off-site bicycle and pedestrian trails consistent with the parks and recreation master plan.

The design shall be subject to review and approval by the city prior to approval of tentative maps.

- C. The city shall pursue appropriate funding sources to assist in the design and construction of park and recreation facilities, as well as bicycle and pedestrian trails including, but not limited to park impact fees collected by the city.
- D. The city shall pursue appropriate funding sources to assist in the operation and maintenance of park and recreation facilities, as well as bicycle and pedestrian trails, including but not limited to a benefit assessment district or landscaping and lighting district. Future development shall be required to participate in any appropriate funding sources subject to review and approval by the city prior to the issuance of building permits.

8.5 Fire Protection Service

8.5.1 Setting

Fire protection within the city is provided by the Hollister Fire Department and outside the city (in areas not designated as wildland) by the San Benito County Fire Department, which is operated under contract with the California Department of Forestry. The California Department of Forestry provides fire protection outside the city in areas designated as wildland.

The Hollister Fire Department is located at 110 Fifth Street. It is staffed by 10 full-time personnel (nine firefighters and the fire chief), supplemented by 22 volunteer firefighters. Fire fighting equipment consists of one fire truck, two fire engines, one rescue unit and one hazardous materials unit. The existing ratio of full-time firefighters to residents is approximately one per 2,100 residents, which is considered fairly low based on the size of the city. Although the city has not established response time standards or service level standards for fire protection, response times to the northern portion of the city in the vicinity of the airport currently exceed five minutes. The Hollister Fire Department provides first responder emergency medical services and responds to all automatic aid areas as the first responder for emergency medical service incidents.

The Hollister Fire Department collects a fire protection service impact fee for all new development within the city. Additionally, the city has recently formed a community facilities district in areas where future development is proposed. The owners of new residential units that are constructed in these area will be assessed a charge of \$250 per residential unit annually for fire and police protection services. This fee may be extended to new industrial and commercial land uses in the future.

The San Benito County Fire Department is located at 1979 Fairview Road. It is staffed by one full-time firefighter, supplemented by volunteer firefighters. The San Benito County Fire Department provides initial response in certain areas of the city under an automatic aid agreement between the city and the county, and in turn, the

Hollister Fire Department provides initial response in areas of the county on the western boundaries of the city.

The California Department of Forestry has classified portions of the city where the state has the responsibility for the suppression of wildfires in terms of the degree of fire hazard associated with these areas. Some portions of the city are classified as high or medium fire danger areas. This area is not located within a high or medium fire danger area.

This area is currently served by both the Hollister Fire Department and the San Benito County Fire Department as portions of this area are located in both the city and the county. There are currently no fire protection facilities located within this area.

8.5.2 Projections

Future development will increase the need for fire protection services in the city. In order to maintain the existing level of fire protection services, additional equipment and personnel may be necessary.

8.5.3 Issues

Future development will increase the demand for fire protection services. This future development must be accommodated, while maintaining the existing level of service. In order to maintain the existing level of service, additional equipment and personnel may be required to meet these increased demands, corresponding to the level of future development.

8.5.4 Area Plan Map

No land use designations relate to fire protection service. The following goals, policies and implementation programs supplement the existing goals, policies, and implementation programs in the general plan.

8.5.5 Goals

- Provide adequate levels of fire protection service for future development to ensure the continued health, welfare and safety of all local residents.
- Minimize fire risks.

8.5.6 Policies

1. Future development should be designed in accordance with the fire protection master plan to minimize risks to life and property.

2. Future development shall not be required to participate in the citywide community facilities district as no residential uses are in this area.

8.5.7 Implementation Programs

- A. Future development shall provide a peakload water supply system to provide an adequate water flow for fire suppression, to ensure that there are adequate road widths and turning radii, and to ensure that there is adequate separation between buildings to meet the fire protection standards established in the fire protection master plan. This shall be subject to review and approval by the appropriate fire protection agency prior to approval of tentative maps.

8.6 Police Protection Service

8.6.1 Setting

Police protection within the city is provided by the Hollister Police Department and outside the city by the San Benito County Sheriff's Department.

The Hollister Police Department is headquartered at 395 Apollo Court. A new 24,000 square foot headquarters for the Hollister Police Department in the vicinity of the Hollister Municipal Airport and Hollister Business Park was completed in October 1993.

The Hollister Police Department currently has 23 sworn officers (authorized force level is 24 sworn officers), three records personnel, two animal control officers, and one civilian officer. Equipment includes seven marked patrol cars, two unmarked cars used by detectives, two motorcycles, cars for the police chief and narcotics unit, a parking enforcement vehicle and a bus for the SWAT team. The existing ratio of police officers to population is approximately one sworn officer per 800 residents.

The Hollister Police Department collects a police protection service impact fee for all new development within the city. The city has recently formed a community facilities district in areas where future development is proposed. The owners of new residential units in these area will be assess a charge of \$250 per residential unit annually for fire and police protection services. This fee may be extended to new industrial and commercial land uses in the future.

The San Benito County Sheriff's Department is headquartered at 451 Fourth Street.

This area is currently served by both the Hollister Police Department and the San Benito County Sheriff's Department as portions of this area are located in both the city and the county. There are currently no police protection facilities located within this area.

8.6.2 Projections

Future development will increase the need for police protection services. In order to maintain the existing level of police protection services, additional equipment and personnel may be necessary.

8.6.3 Issues

Future development will increase the demand for police protection services. This future development must be accommodated, while maintaining the existing level of service. In order to maintain the existing level of service, additional equipment and personnel may be required to meet these increased demands, corresponding to the level of future development.

8.6.4 Area Plan Map

No land use designations relate to police protection service. The following goals, policies and implementation programs supplement the existing goals, policies, and implementation programs in the general plan.

8.6.5 Goals

- Provide adequate levels of police protection service for future development to ensure the continued health, welfare and safety of all local residents.
- Minimize crime risks.

8.6.6 Policies

1. Future development should ensure that crime prevention measures are incorporated in future development.
2. Future development shall not be required to participate in the citywide community facilities district as no residential uses are in this area.

8.6.7 Implementation Programs

- A. Future development shall incorporate crime prevention measures to the maximum extent feasible. This shall be subject to review and approval by the appropriate police protection agency prior to approval of tentative maps.

8.7 Schools Service

8.7.1 Setting

Public school students within the city are currently served by the Hollister School District and the San Benito County High School District.

Existing school facilities have been impacted by recent residential growth in the city, primarily due to a lack of sufficient funding available for the construction of new school facilities. Existing school facilities are presented in Table 24.

These enrollment and capacity figures indicate that the K-6 schools are currently operating at 102 percent of capacity, while the 7-8 schools are operating at 86 percent of capacity, for the Hollister School District total of 98 percent capacity. Relocatable classrooms provide a significant portion of the classroom space within the district.

San Benito High School District is currently operating at 107 percent of capacity, which includes the use of twelve, 30-year old portable classrooms. The district is currently nearing completion of the construction of five new classrooms that will increase capacity by 140 additional students.

TABLE 24
Existing Public Schools

School	Location	Grades	Enrollment (1994-95)	Capacity (1994-95)
Hollister School District				
Calaveras School	1151 Buena Vista Rd.	K-6	686	741
Cerra Vista School	2151 Cerra Vista Dr.	K-6	707	648
Fremont School (old)	335 West St.	K-6		
New Fremont School	901 Santa Ana Rd.	K-6	495	458
R.O Hardin School	881 Line St.	K-6	672	657
Marguerite Maze School	900 Meridian St.	7-8	450	483
Sunnyslope School	1475 Memorial Dr.	K-6	976	883
Rancho San Justo School	1201 Rancho Dr.	7-8	554	691
Total			4,540	4,561
San Benito High School District				
San Benito High School	1220 Monterey St.	9-12	2,110	1,968

Source: Planning Analysis & Development, General Plan Final EIR, 1995

The San Benito County Office of Education offers special education services and a variety of alternative education services, including an opportunity school, a continuation high school, and a community school.

The Gavilan Community College, located in Gilroy, provides post-secondary educational opportunities for city residents and residents from other areas.

There are currently no school facilities within this area. However, the San Benito County Community Action Agency Employment Training Offices are located in this area.

8.7.2 Projections

Future development is not expected to directly increase the need for additional public or private school facilities as no residential uses are included in the area plan.

Future development is not expected to indirectly increase the need for additional public or private school facilities. Future industrial and commercial development is not expected to demand additional residential development in the city because of the existing jobs to housing imbalance. Most jobs would be expected to be filled by existing residents.

Future development is not expected to directly increase the need for post-secondary school facilities within the region as no residential uses are included in the area plan.

8.7.3 Issues

There may be a future need for post-secondary education facilities somewhere in the city. It would make sense to locate these facilities close to employment centers, especially those with high-technology communications infrastructure and capabilities. For these reasons, it would make sense to accommodate this future possibility in this area.

A portion of this area has been given a dual designation of Administrative and Professional Office (APO) and Public/Institutional (P/I). The designation of Public/Institutional (P/I) should be considered a floating designation within the areas designated Administrative and Professional Office (APO) to give some flexibility as to the ultimate location of post-secondary educational facilities. Dual land use designations, such as this, provide flexibility for opportunities for economic training, research, and development combined together.

8.7.4 Area Plan Map

The following land use designation is related to schools service:

Public/Institutional (PI)

This land use designation includes institutional, academic and community service uses, including libraries, hospitals, police and fire stations, churches, cemeteries, wastewater treatment plants, public and private schools, civic centers, and other

governmental uses. Approximately 22 acres contain this land use designation on the area plan land use map. This includes the possible location of satellite post-secondary education facilities.

The following goals, policies and implementation programs supplement the existing goals, policies, and implementation programs in the general plan.

8.7.5 Goals

- Encourage opportunities for the provision of satellite post-secondary education facilities to support employment and employment training programs within this area.

8.7.6 Policies

1. Accommodate and actively pursue the potential for locating a satellite post-secondary education facility within this area.

8.7.7 Implementation Programs

- A. Identify appropriate sites in this area for a potential satellite post-secondary educational facility. Appropriate sites must have adequate access and minimal land use incompatibilities with airport operations. The area plan includes a dual land use designation to accommodate a satellite post-secondary education facility adjacent to the San Benito County Community Action Agency Employment Training Office.
- B. Contact existing post-secondary education facilities with the capability to serve this area, such as Gavilan Community College and San Jose State University.

8.8 Library Service

8.8.1 Setting

The county provides public library services to the city at a "basic library" level, including operation a library and associated bookmobile. Library materials may be used at the library or bookmobile, or checked out for use elsewhere. In recent years, the library system has experienced funding problems and has reduced the number of hours that library facilities are open to the public. The library is currently open 40 hours per week. There are three full-time personnel, one part-time person, and various volunteers. The full-time personnel include a librarian and two library technical assistants (San Benito County Library, November 4, 1994).

There are currently no library facilities within this area.

8.8.2 Projections

Future development is not expected to directly increase the need for additional library services within the city as no residential uses are in this area.

8.8.3 Issues

Future development is not expected to increase the need for library services.

8.8.4 Area Plan Map

No land use designations relate to library service. No additional goals, policies or implementation programs are necessary to supplement the existing goals, policies and implementation programs in the general plan.

8.9 Utilities

8.9.1 Setting

This area is located in the service areas of the Pacific Gas & Electric Company, Pacific Bell, and Falcon Cable Television. These utility companies currently provide service to adjacent areas and have stated they are willing to provide service for future development. They have also indicated that they do not expect to have to significantly alter their distribution systems to accommodate future development.

Currently, none of the utility companies have existing facilities within the undeveloped portion of this area.

8.9.2 Projections

Future development will increase the demand for electricity, natural gas, telephone, and cable television service. However, extension of these utilities is not expected to be problematic and would not result in a deterioration in existing levels of service within the city. Further, the utility companies have been informed of the area plan and have confirmed that utility service can be provided as described previously.

Future development would be served by a new fiber optic telecommunications network.

8.9.3 Issues

Future development will lead to increased system usage. This future development must be accommodated, while maintaining the existing level of service.

8.9.4 Area Plan Map

No land use designations relate to utility service. The following goals, policies and implementation programs supplement the existing goals, policies, and implementation programs in the general plan.

8.9.5 Goals

- Provide adequate levels of utility service to meet the demand of future development and to enhance and expand the technological capabilities of future development.

8.9.6 Policies

1. Future development shall provide adequate locations, joint trenches, and easements for joint trenches for utility service to individual service points in accordance with the policies and specifications of utility companies.
2. Future development should make integrated services digital network (ISDN) application connections available to future development through the telephone system.

8.9.7 Implementation Programs

- A. The project proponents shall be responsible for designing, financing, and constructing the necessary utility extensions to provide utility service to individual service points. All necessary utility extensions shall be provided underground. This shall be subject to review and approval by the city prior to the issuance of building permits.
- B. The project proponents shall make integrated services digital network (ISDN) available to future development as a part of design and construction of the utility service extensions. This network may be financed by a telephone utility company.

9.0 Area Plan Implementation Plan

The purpose of the implementation plan is to provide a comprehensive overview of all actions related to the adoption of the area plan, as well as future actions and steps for the implementation of the area plan.

This section is divided into two parts. The first includes a description of the actions related to the adoption of the area plan. The second includes a description of the actions related to the implementation of the area plan. Both of these processes are summarized in Figure 25.

9.1 Area Plan Adoption Process

9.1.1 Adoption of Area Plan Environmental Impact Report

During the preparation of the area plan, an environmental impact report has been prepared to objectively evaluate the potential environmental impacts associated with the area plan. This environmental document has been prepared in a level of detail commensurate with the level of detail provided in the area plan.

Prior to the adoption of the area plan, the city will need to review and consider the potential environmental impacts associated with the area plan as identified in the area plan environmental impact report. The area plan environmental impact report will need to be certified by the city prior to the adoption of the area plan. It may also be necessary for the city to make various findings for potential environmental impacts identified in the area plan environmental impact report. These may include findings for a statement of overriding considerations for approval of the area plan in light of unavoidable environmental impact(s) identified in the area plan environmental impact report.

9.1.2 Adoption of Area Plan

Following the adoption of the area plan environmental impact report, and the adoption of the appropriate findings, the city will then consider the adoption of the area plan. The area plan may be adopted with or without modifications specified by the city. The area plan will be adopted by resolution. The resolution will then be included in Appendix C.

Prior to the adoption of the area plan, the city is expected to hold public hearings before the planning commission and city council to gain input from the affected property owners and public.

9.1.3 Adoption of Mitigation Monitoring Program (As Needed)

Under certain circumstances, following the adoption of the area plan environmental impact report and area plan, the city may be required to adopt a mitigation monitoring program for the area plan. A mitigation monitoring program is required when the area plan environmental impact report identifies significant environmental impacts and recommends a mitigation measure or measures to reduce the significant environmental impacts to a less-than-significant level. The mitigation measure or measures are then incorporated into the mitigation monitoring program and adopted by the city.

Once adopted, the mitigation monitoring program is used to monitor the implementation of the mitigation measure or measures to ensure compliance and a successful reduction in the level of the environmental impact.

9.1.4 Adoption of Implementation Ordinances (As Needed)

Following adoption of the area plan, it may be necessary for the city to adopt implementation ordinances to assist the city in the implementation of the area plan. These implementation ordinances may be those that are prepared to implement the general plan and may include:

- Zoning Ordinance
- Performance Standards Ordinance

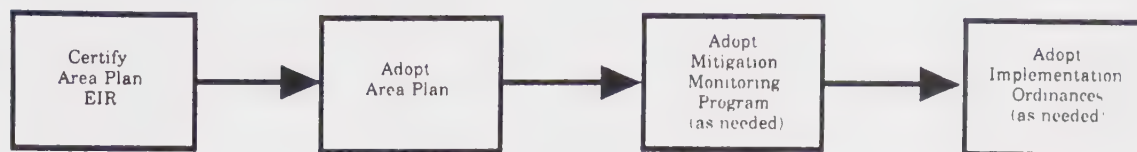
Additionally, there are other actions that may be required by the city to assist the city in the implementation of the area plan. These include, but are not limited to the following:

- The city should review and update the existing regional traffic impact fee program to include the necessary transportation improvements to accommodate future development.
- The city should expand the existing boundaries of the city water service area to incorporate future development areas requiring a potable water supply.

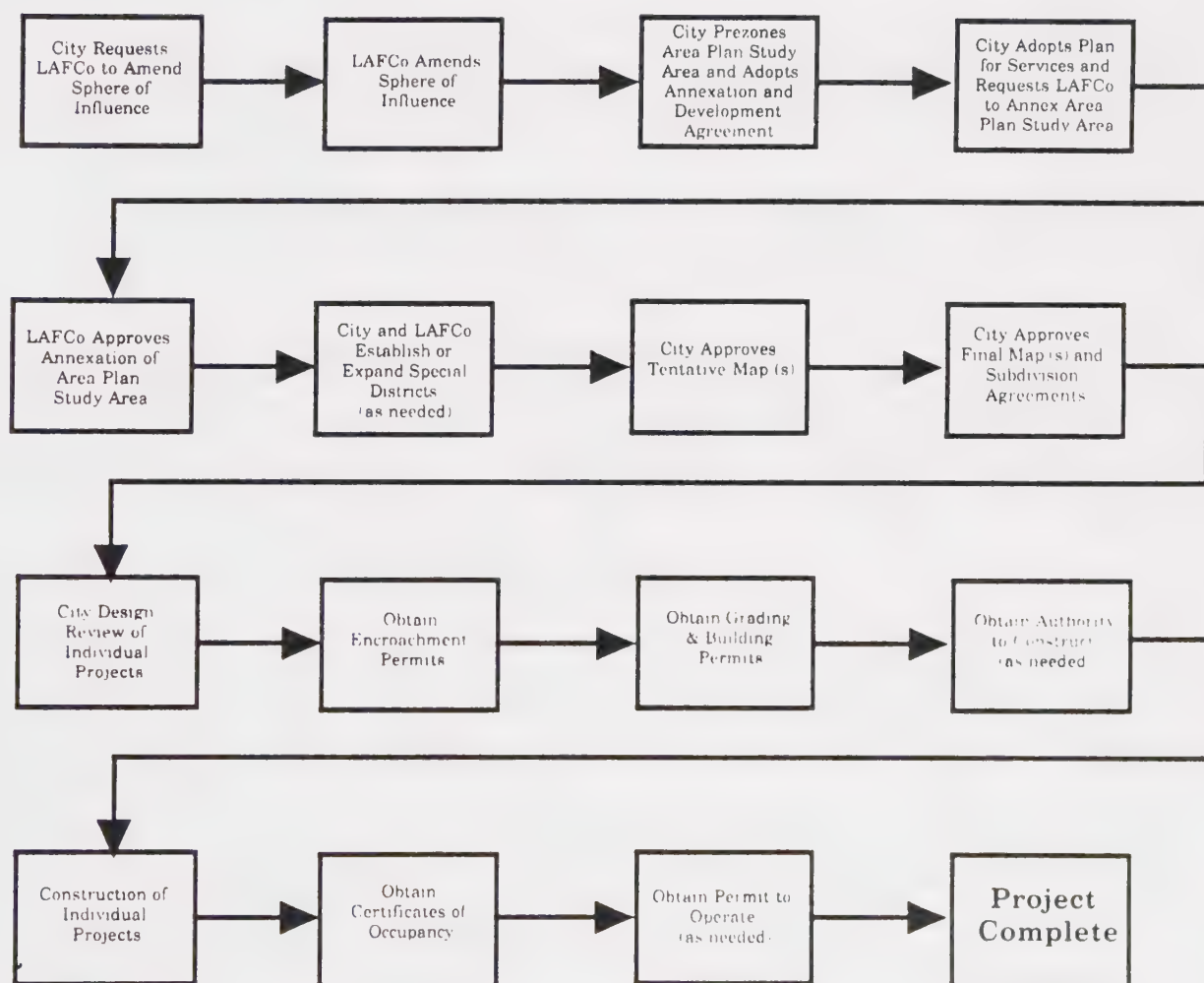
9.2 Area Plan Implementation Process

Once the area plan and implementing ordinances have been adopted, additional approvals and permits must be obtained prior to future development. Each of these are discussed here.

Area Plan Adoption



Area Plan Implementation Process



Source: EMC Planning Group Inc.



A Land Use Planning
and Design Firm

Northeast Hollister Area Plan
Area Plan Process

Figure
25

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9.2.1 Sphere of Influence Amendment

Following adoption of the area plan, the city will make a request to the local agency formation commission to amend the city's existing sphere-of-influence boundary to accommodate future development. It is expected that this request will be made at the time that the city requests amendment to the city's sphere of influence boundary for the entire city based upon the general plan.

These requests would include amendments to the sphere of influence boundary and the urban service area boundary. The area between these two boundaries is referred to as the urban transition area and has been discussed previously in this area plan. The following amendments to these boundaries have been recommended in this area plan:

- **Sphere of Influence Boundary.** The city's sphere of influence boundary should be revised to include this area. This should be aligned with the eastern boundary of the area plan contiguous with the east side of the Memorial Drive Extension.
- **Urban Service Area Boundary.** The city's existing urban service area boundary should be revised to be placed along the west side of Santa Ana Creek.

The city's sphere of influence boundary and the urban service area boundary, as well as future annexation to the city limits are regulated by the local agency formation commission. The local agency formation commission has adopted policies to review spheres of influence and urban service areas on a regular basis and where necessary, establish urban service areas to further implement spheres of influence.

9.2.2 Prezone Area Plan Study Area

Following amendment of the city's existing sphere of influence boundary and prior to annexation of land to the city, this area must be "prezoned". Prezoning is the act of placing zoning districts on this area and amending the zoning map accordingly. Prezoning is done through the adoption of an ordinance amending the zoning ordinance and zoning map.

The zoning districts placed on this area must be consistent with the corresponding land use designations contained within the area plan. For example, if a portion of this area is designated as industrial business park in the area plan, this same area must contain some form of industrial zoning district.

9.2.3 Adopt Plan for Services for Area Plan Study Area

Following prezoning of this area and prior to annexation of land to the city, a plan for services must be prepared and adopted by the city. Upon adoption, the plan for

services will be submitted to the local agency formation commission along with the annexation application.

The plan for services determines the level of service demand and how the service demand will be met through the existing services or improvements to the existing services.

9.2.4 Annexation of Area Plan Study Area

A portion of this area is located within the existing city limits. However, a portion of this area is located outside of the existing city limits in the unincorporated area of the county. It is assumed that future development will occur under the jurisdiction of the city. In order for this to occur, those portions of this area located outside of the existing city limits must be annexed to the city, prior to future development within these areas located outside of the existing city limits. Annexation of this area is expected to occur in phases.

Following rezoning and adoption of a plan for services, portions of this area located outside of the existing city limits may be appropriate for annexation to the city. As stated earlier, future annexations to the city limits are regulated by the local agency formation commission. Their goals are to promote orderly development and the logical expansion of the city. The annexation process generally includes the following steps:

- Future developers prepare and submit petition for annexation.
- City conducts public hearing and approves resolution requesting annexation to the local agency formation commission.
- City prepares and submits resolution request to the local agency formation commission.
- Local agency formation commission reviews application.
- City and county execute property tax transfer agreement.
- Local agency formation commission conducts public hearing and approves annexation.
- City conducts "protest" public hearing.
- Local agency formation commission files annexation approval with the California State Board of Equalization.

The local agency formation commission has adopted policies relating to annexation requests. These include policies that annexation requests shall be made by resolution of the local agency, that a plan for providing services be submitted with annexation applications, and that annexation applications will be denied absent a clear, quantifiable, mechanism to provide adequate services.

9.2.5 Establish or Expand Special Districts (As Needed)

Following annexation of this area to the city by the local agency formation commission and prior to approval of tentative subdivision map(s) by the city, it may be necessary to establish or expand already established special districts, depending on the applicable phase of future development. This may also be done concurrently with the tentative subdivision map and final subdivision map process.

A special district may be required to provide funding for construction, operation, and/or maintenance of public or quasi-public facilities serving this area. These facilities could be located inside or outside this area. Some facilities that may require the establishment of a special district include the golf course, linear park, regional trail, other connector trails, transportation improvements, and public service improvements such as a package wastewater treatment plant.

9.2.6 Approval of Tentative Map(s)

Following annexation, future development may commence. The process starts with the preparation and approval of a tentative subdivision map or maps for portions of this area. The tentative subdivision maps will create legal lots of record, public right-of-ways, and will identify the necessary transportation and public service infrastructure improvements necessary to serve future development within the subdivided area.

Once a tentative subdivision map is prepared, it is submitted to the city for review and comment. The tentative subdivision map is reviewed by various city departments, as well as other responsible and interested agencies, such as school districts and any special districts. Appropriate changes are made to the tentative subdivision map and resubmitted. The tentative subdivision map is then sent to the planning commission for review and action. The action taken by the planning commission may then be appealed to the city council within a specific appeal time period.

All proposed subdivision of land within the city is governed by the city's subdivision ordinance. The city subdivision ordinance provides specific guidelines, standards, and regulations to which a proposed development project must conform. The tentative subdivision map review process is designed to ensure that such things as street alignments, wastewater and water improvements, storm drainage improvements, lot sizes and configuration, automobile, bicycle, and pedestrian access, as well as various other features conform to city regulations.

9.2.7 Approval of Final Map(s) and Subdivision Agreement(s)

Following approval of the tentative subdivision map by the city, a final subdivision map, improvement plans, and subdivision agreement is then prepared for review and consideration by the city. The final subdivision map and improvement plans must be generally consistent with the approved tentative subdivision map. The final subdivision map illustrates the final lot sizes and configuration, as well as public right-of-way, easements, and other conveyances. The improvement plans provide additional

details regarding the construction of transportation and public services infrastructure. The subdivision agreement provides directions to the project proponent and city regarding responsibilities (including financial) of each party during the construction of future development.

The final subdivision map, improvement plans, and subdivision agreement are sent to the city council for review and action. Upon approval of the final subdivision map, the final subdivision map must then be recorded with the county recorded.

9.2.8 Design Review of Individual Projects

Future development will be required to undergo a design review process prior to issuance of encroachment, grading, and building permits. The design review process is intended to ensure compatibility with existing surroundings (both natural and manmade). It also guides development toward a predetermined building and landscaping aesthetic, irrespective of any one design style. Considerations such as building form, mass, architectural style, architectural character, appropriate use of materials and detailing, as well as the handling of lighting are included in the design review process.

Typically, design review is performed by a design review board comprised of a mix of design professionals, construction professionals, and lay persons. In the city, it is performed by the city staff or the planning commission.

9.2.9 Obtain Streambed Alteration Agreement(s) (As Needed)

Prior to issuance of encroachment, grading, and building permits, future development may be required to obtain a streambed alteration agreement or permit for any construction activity located close to Santa Ana Creek. As the name of the agreement indicates, this is only necessary for construction activities that may result in streambed alterations. It is anticipated that this agreement may be necessary for construction activities associated with the golf course, linear park, regional trail, or any public transportation or public service improvements that cross the creek corridor, such as the Memorial Drive Extension and Flynn Road Extension.

Streambed alteration agreements are obtained from the California Department of Fish and Game. Issuance of these agreements may include additional mitigation measures that will need to be carried out on a project-by-project basis.

9.2.10 Obtain Encroachment Permits (As Needed)

Prior to issuance of grading and building permits, it may be necessary to obtain an encroachment permit from the city, county, or state agencies for work performed within the public right-of-way. For example, off-site transportation improvements may require an encroachment permit from the city or county for transportation improvements to be made to local roadways such as Fallon Road, McCloskey Road,

or Memorial Drive. Further, an encroachment permit from the state may be required for transportation improvements to state roadways such as Highway 156.

9.2.11 Obtain Grading and Building Permits

Unlike, many of the planning approvals discussed earlier, grading or building permits are not discretionary. Once a proposed development project has received its planning approvals, and if it is consistent with the building code, a grading or building permit must be issued.

In contrast to planning approvals, conditions unique to a proposed development project are not imposed on a grading or building permit. In this regard, a grading or building permit is considered a “ministerial” process. Typically, this is the last step prior to construction of the proposed development project.

9.2.12 Obtain Authority to Construct (If Needed)

For certain future industrial activities, a permit may be required from the air district. Two types of permits are required. The first permit is an authority construct. An authority to construct is issued as a preconstruction approval based on the equipment associated with the future industrial activity. An authority to construct must be received before starting construction on either new equipment or on a modification to existing equipment that can emit air pollutants.

The second permit is a permit to operate and is discussed below in more detail.

9.2.13 Construct Individual Projects

Upon obtaining all of the necessary permits for future development, future development may be constructed.

9.2.14 Issue Certificates of Occupancy

Upon completion of construction and upon inspection and approval by the appropriate building officials, the future development will be issued a certificate of occupancy. Upon obtaining a certificate of occupancy, the proposed use may not occupy the completed structure or structures.

9.2.15 Obtain Permit to Operate (If Needed)

The permit to operate is issued after the installation and inspection of the equipment and a finding that it complies with the air district’s rules and regulations. After construction is completed, the air district will inspect the industrial facility while it is in normal operation. They will verify that the equipment performs in accordance with the air district’s rules and regulations. If it does, the air district will issue a permit to

operate, which will include specific conditions of operation. The permit to operate must be renewed annually.

Applicable industrial facilities must have a valid permit to operate before operating any equipment which can emit air pollutants. The only exception is for the initial start-up of new or modified equipment installed after the issuance of an authority to construct. If equipment is operated without a permit to operate, the operator faces legal action including civil or criminal penalties.

9.2.16 Individual Projects Complete

At this point, the individual project is complete.

9.3 Capital Improvement Program and Financing

This section includes a discussion of the capital improvement program and financing alternatives to implement the capital improvement program. For purposes of the area plan, these are considered conceptual in nature and are subject to change over time.

9.3.1 Capital Improvements Program

A capital improvement program is a planning implementation tool that assists in identifying appropriate transportation and public service improvements necessary to meet service demands. The capital improvement program includes the following transportation and public service improvements:

- External Roadways
- Internal Roadways
- Bicycle and Pedestrian Trails
- Regional Trail
- Street Lights
- Wastewater
- Water
- Storm Drainage
- Parks
- Utilities

These improvements should be specifically listed with an estimated cost and time for completing the improvement. In addition, a probable funding source should be identified. This is discussed further in this section.

The capital improvement program should be prepared at the time that initial development plans for the first phase of this area are submitted to the city. Prior to submitting a specific capital improvement program, the plan for services (i.e., service needs) should be reevaluated and updated, as needed. The phasing plan should also be updated, as needed, and integrated into the capital improvement program. Specific improvements should be specified by fiscal year, estimated cost, and probably funding source.

A typical capital improvement program would contain up to five years of specific capital improvements and should be approved by the city council. The capital improvement program should be updated annually to meet the needs of current development.

9.3.2 Capital Improvements Program Financing Alternatives

The following is a brief description of the various financing alternatives that may be used for capital improvements

Development Agreement

Development agreements between public agencies and private developers provide developers with assurance that land use regulations for future development will not change in the future, and specify the commitments of both the public agency and private developer for financing, impact mitigation, phasing, and other elements of the development program. Development agreements represent a flexible means to establish, by consent, an agreement to participate in a particular funding program.

Developer Financing

Developer financing is when funding for capital improvements is provided directly by the developer or by a lending institution engaged directly by the developer. This capital improvement funding is considered part of the cost of future development and is reflected in the sales price for improved land and/or land and structures.

Developer Dedications

Under the Subdivision Map Act, developers may be required to dedicate right-of-way, park and school sites, and other public facilities to support new development. Some dedications may be borne by individual property owners, others may be funded by the project as a whole through developer financing, assessments, or a community facilities district, or by the public agency.

Developer Impact Fees

Developer impact fees may be adopted by the city council and levied against new development at the permit issuance stage to offset the costs of a wide variety of public facilities and infrastructure improvements. Benefits must have a clear

relationship to actual costs imposed by new development, and cannot be used to upgrade services to existing development. In some cases, dedications may serve in-lieu of the payment of developer impact fees.

Special Assessment Districts

The 1911 Improvement Act and the Municipal Improvement Act of 1913 established the procedural requirements for implementing an assessment district. However, the formation of an assessment district is governed by the Improvement Bond Act of 1915. An additional enabling act is the Landscape and Lighting Act of 1972.

An assessment district benefits specifically and directly from the construction or acquisition of certain public improvements and facilities. The most common examples of these are streets, sidewalks, lighting, water, sewer, drainage, and flood control facilities.

Assessment districts can be formed to acquire existing facilities or to construct new facilities. In the case of existing facilities, bond proceeds are used to reimburse the developer for constructed improvements. More typical is the formation of an assessment district prior to the construction of infrastructure improvements. In both cases, a lien is placed on those properties included in the assessment district. This lien serves as security for the repayment of principal and interest on the bonds.

Properties located within an assessment district are allocated a proportionate share of the costs of the infrastructure improvements. This is typically done on a frontage or lot area basis. Thus, the prorated cost becomes the monetary measure of the benefit accruing to each property within an assessment district. The enabling legislation requires that these be a direct and quantifiable relationship between the infrastructure improvements and the benefited properties. This provision can readily be complied with in typical residential and commercial subdivisions. However, use of assessment districts can be difficult in large scale, multi-phased projects. These types of projects often generate requirements for the construction of off-site infrastructure improvements. These improvements provide benefits that are community-wide, which cannot be directly related to specific properties. As a result, they do not satisfy the strict requirements for the creation of an assessment district.

Community Facilities Districts

The Mello-Roos Community Facilities Act was enacted in 1982 with the purpose of providing a mechanism for local governments to finance public services and facilities. Under the act, local governments are authorized to form community facilities districts over specified areas within their jurisdiction. Within a community facilities district, special taxes can be levied and bonds issued to finance a broad range of public services and facilities including the acquisition, construction, expansion, or rehabilitation of any real or tangible property with an estimated useful life of at least five years. Such facilities must be constructed, owned, or operated by a public entity.

Unlike assessment districts, there is no requirement that eligible facilities provide a direct and specific benefit to individual properties within a community facilities district. While a community facilities district can be used to finance facilities that do

provide a direct benefit, such as streets, sidewalks, water and wastewater facilities, it can also be used to finance parks, schools, libraries, and police and fire facilities. In addition to financing the capital cost of public facilities, community facilities districts can be used to finance the following on-going operation costs associated with public facilities:

- Police protection services, including but not limited to criminal justice services. The latter services are limited to jails, detention facilities, and juvenile halls.
- Fire protection and suppression, ambulance, and paramedic services.
- Recreational open space, library, museum, and cultural services.
- Flood control and drainage services.
- Services related to the removal and clean up of hazardous materials.

Community facilities districts are particularly attractive to developers of unimproved land. The land included within the community facilities district does not have to be contiguous. This allows greater flexibility in the formation of districts and reflects the fact that all property owners may not wish to be a part of the community facilities district. The law also allows for the creation of "improvement areas" within a community facilities district. These areas benefit from the proposed infrastructure improvements and are subject to the special tax. Property not included within an improvement area, but located within a community facilities district is not subject to the special tax. The special tax levied within a community facilities district cannot be based on property value. A wide variety of allocation methods are in use including density, building square footage, and acreage.

Similar to assessment districts, community facility districts place a lien on the property within the district as security for bonds. Typically, underwriters will require a minimum value-to-lien ratio of 3:1. The lien created under a community facilities district has the same priority as property and special assessments.

Community facilities district financing is particularly applicable to large scale, multi-phased projects. It offers flexibility that is not available within assessment districts. For example, the qualified voters can authorize a specified level of bonded indebtedness for the community facilities district. However, this amount can be phased in over time as the project builds out. In this way, bond financing is made available as needed.

Unlike assessment district financing, the special tax rate is not fixed, but determined annually. When the community facilities district is formed, the qualified voters establish the maximum tax rate that will be charged. This provides additional flexibility for the developer with respect to properly sizing the annual tax in relation to cash flow requirements. However, care should be taken to avoid imposing large increases in any given year so as to avoid burdening the property owners.

Integrated Finance District

The form of public financing became available in 1987. It was created to address a common situation that occurs when multiple land ownerships are involved in financing infrastructure improvements. In the case of both assessment district and community facilities district financing, once an assessment district has been formed, liens are attached to all benefited properties within the defined district. In many instances, property owners are opposed to the imposition of liens well in advance of their interest or ability to develop their properties. Likewise, developers who desire to proceed with development in the short-term and must form an assessment district or community facilities district are reluctant to benefit those property owners who have no intention of developing in the short-term.

An integrated finance district addresses these problems by making provision for the creation of "contingent liens" on those properties that will not develop in the short-term. The integrated finance district is a financing vehicle that can be used on its own or in conjunction with assessment district or community facilities district financing. Through the contingent lien, properties benefiting from infrastructure improvements are allocated their fair share of the cost of the improvements. However, the actual lien and assessment is not placed on the property until development occurs.

Landscaping and Lighting Districts

Construction and maintenance of landscaping and lighting can be provided for through annual assessments on benefiting properties under a landscaping and lighting district. Landscaping and lighting districts may also provide for construction and maintenance of associated features, including gutters, curbs, walls, sidewalks, paving, irrigation, and drainage facilities. In addition, they may be used for the construction and maintenance of parks above the normal park standards maintained by general fund revenues.

Area of Benefit Fees

Area of benefit fees may be enacted by the city council through adoption of an ordinance, without voter approval. Fees must be directly related to the benefits received. While it does not create a lien against the property, fees must be paid in full as a condition of approval. Benefiting properties may be given the option to finance the fees by entering an assessment district or community facilities district.

Construction and Conveyance Tax

Levied at the permit issuance stage, this city-imposed tax is intended to offset the cumulative demand for public facilities from new development. Proceeds are allocated based upon need. It is unclear how much if any of these funds will be made available for improvements for this area.

City Financing

City financing is when funding for capital improvements is provided directly by the city; either through the general fund or special funds established by the city for special capital improvement projects in the city.

Intergovernmental Financing

Intergovernmental financing involves cooperation and funding from outside agencies. This may take the form of grants, loans, and other funding mechanisms. These may include the following:

Transportation Development Act Funds. A portion of the Local Transportation Fund created through the State Transportation Development Act, may be applied to bikeways. Up to two percent of the local transportation fund shall be expended for bikeways unless the local transportation agency finds that such funds would be better expended on streets and highways or transit.

Rail Transportation Bond Act Initiative Statute (Proposition 116). Proposition 116 was passed by the voters in June 1990 and allows counties with no rail system to expend monies on bicycle facilities. The county will receive an estimated \$1.7 million from this proposition, which is to be spent over the ten-year period commencing in 1991. According to the guidelines, these funds may be spent on transit-related capital projects and on bicycle-related projects such as Class I bikeways, bike racks, and other facilities development.

Proposition 116 also sets aside an additional \$20 million for bicycle facilities, which will be available for competitive projects, beginning in 1991. The San Benito County Council of Governments will have the responsibility of assigning priorities for use of these funds locally.

9.3.3 Capital Improvements Program Financing Plan

Implementation of a financing plan for a master planned area such as this area is complex, and involves extensive involvement by the city and property owners, as well as a financing team that includes bond council, underwriters, and public finance experts.

Further, the actual allocation of public services and facilities costs must be based upon principles that reflect public policy consideration, equitable treatment among affected property owners and overall financial feasibility. The following principles will be used with respect to the financing of public services and facilities necessary to implement the area plan:

- Public services and facilities costs that are made necessary by future development will be borne by future development.
- Public services and facilities costs will be allocated to existing and future development in relation to the benefit derived from or use made by affected properties.

- Public services and facilities costs associated with different patterns of use or benefit will be allocated differently.
- Property owners outside of this area that will use or benefit from public services and facilities will participate in paying their fair-share of costs where possible.
- Property owners will be reimbursed for property dedications that are excessive.
- Property owners who must front-end public service and facilities costs in excess of their fair-share will be reimbursed for the difference between front-end costs and defined fair-share costs.
- Public services and facilities costs should be defrays through the use of government funding, where applicable.
- The use of pay-as-you-go financing will be maximized and the use of public debt financing will be targeted to those situations where major front-end investments are required for implementation of future development.

The following sets forth a preliminary financing program that combines a set of financing “tools” that meets city desires and will provide a feasible financing plan for transportation and public service infrastructure improvements.

Developer Financing

Developer financing will most likely by utilized for internal roadway improvements, storm drainage detention basins, storm drainage collection lines, construction, operation, and maintenance of the golf course, linear park improvements, regional trail improvements, and extension of utilities.

Developer Dedications

Dedications will be made for public roadways, public facilities and services, and public parks and open space. Public utilities such as electric, gas, telephone, and cable television will be provided through main extension agreements between the developer and the utility companies.

Developer Impact Fees

The city has adopted a variety of developer impact fees required for new development. These include developer impact fees for transportation, wastewater collection and treatment, water connections and meters, storm drainage, schools, parks and recreation, police protection, and fire protection.

Impact fees will be utilized to provide funding for transportation improvements in other areas of the city generally needed to accommodate new development on a city-wide basis.

Community Facilities District

A community facilities district will be utilized, under an agreement with the city, to provide funding for various capital improvements, as well as operation and maintenance of police and fire services. The capital improvements expected to be funded through a community facilities district include the following:

- Roadway improvements;
- Roadway frontage improvements, such sidewalks, street lights, street furniture, landscaping, etc.;
- Wastewater improvements;
- Water improvements;
- Storm drainage improvements;
- Park and Open Space improvements; and
- Utility improvements.

The community facilities district must be designed to minimize the burden on future property owners within this area. Therefore, the city and project proponent should establish a rational limit for the amount of funding available from the community facilities district. It is suggested that this amount not exceed a total rate of 1.7 percent. Further, project proponents should meet a test for guarantee with a bond or annuity fund.

Landscaping and Lighting District

A landscaping and lighting district will be utilized, under an agreement with the city, to provide funding for the maintenance of parks and open space areas, as well as lighting.

City Financing

City financing will be utilized for external roadway improvements and frontage roadway reconfiguration, external wastewater collection lines, operation and maintenance of storm drainage detention basins, as well as operation and maintenance of storm drainage collection lines. Some of the city financing will be created through the collection of developer impact fees discussed previously. A summary of the proposed financing plan is included in Table 25.

TABLE 25
Proposed Financing Plan

Improvements	Developer Financing	Developer Dedication	Developer Impact Fees	Comm. Facilities District	Landscape and Lighting District	City Financing
Transportation						
General Transportation and Circulation Improvements			√			
External Roadway Improvements-Highway 156			√			
External Roadway Improvements-McCloskey Road		√	√			
External Roadway Improvements-Fallon Road		√	√			
External Roadway Improvements-Memorial Drive Extension		√	√			
External Roadway Improvements- Flynn Road Extension		√	√			
External Roadway Improvements-Frontage Roadway Reconfiguration			√			
External Roadway Maintenance						√
Internal Roadway Improvements	√	√		√		
Internal Roadway Right-of-Ways		√				
Internal Bicycle and Pedestrian Trails		√			√	
Major and Minor Entry Features Including Landscaping		√			√	
Public Services-Wastewater						
Construct Package Wastewater Treatment Plant		√		√		

Improvements	Developer Financing	Developer Dedication	Developer Impact Fees	Comm. Facilities District	Landscape and Lighting District	City Financing
Operate and Maintain Package Wastewater Treatment Plant				√		
Construct External Wastewater Collection Lines			√	√		√
Construct Internal Wastewater Collection Lines		√		√		
Operate and Maintain External and Internal Wastewater Collection Lines				√		
Public Services-Water						
Construct External Water Distribution Lines		√		√		
Construct Internal Water Distribution Lines		√		√		
Operate and Maintain External and Internal Water Distribution Lines				√		
Dedicate Well Sites		√				
Construct Wells				√		
Operate and Maintain Wells				√		
Public Services-Storm Drainage						
Construct Detention Basins	√	√				
Operate and Maintain Detention Basins				√		
Construct Storm Drainage Collection Lines	√			√		
Operate and Maintain Storm Drainage Collection Lines				√		
Operate and Maintain Oil and Grease Separators				√		√

Improvements	Developer Financing	Developer Dedication	Developer Impact Fees	Comm. Facilities District	Landscape and Lighting District	City Financing
Public Services-Parks and Open Space						
Construct Golf Course	√					
Operate and Maintain Golf Course	√					
Dedicate Santa Ana Creek Corridor Open Space		√				
Operate and Maintain Santa Ana Creek Corridor Open Space					√	
Dedicate Linear Park		√				
Construct Linear Park Improvements	√	√				
Operate and Maintain Linear Park Improvements					√	
Construct Regional Trail	√	√				
Operate and Maintain Regional Trail					√	
Public Services-Schools						
Schools Facilities Impact Fees			√			
Public Services-Utilities						
Construct Utilities	√	√				

Source: EMC Planning Group Inc.

9.4 Future Amendments to Area Plan

Future amendments to the area plan may be necessary as the environmental, economic, and social environment of the city changes over time. These may be in the form of general plan amendments and area plan amendments to include minor adjustments in terms of area, policies, or implementation programs.

The area plan shall be updated in conjunction with any update of the general plan. This will ensure that any update of the general plan is reflected in the area plan and will ensure internal consistency between the general plan and the area plan.

10.0 Literature Cited and Report Preparers

This section presents a list of literature cited and persons consulted, as well as a list of preparers of this area plan.

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10.2 Report Preparers

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11.0 Glossary

Acres, Gross

The entire acreage of a site.

Acres, Net

The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site; public or private road right-of-ways, public open space, and floodways.

Airport Safety Zones

To ensure the safe operation of the airport and to minimize the on-the-ground impact of aircraft accidents, two airport safety zones are designated. The primary safety zone is approximately 750 feet wide from each side of the runway and approximately one-quarter mile in length. Within this zone all structures are discouraged with the exception of those to aid navigation. The secondary safety zone extends three-quarter miles from the primary safety zone. Within this zone, low-occupancy uses and structures are allowed.

Agriculture

Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Air Pollution

Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Alluvium

Fine material, such as gravel, sand, silt, or clay, deposited on land by streams.

Alquist-Priolo Act, Seismic Hazard Zone (~~Special Study~~ Earthquake Fault Zones)

A seismic hazard zone designated by the state within which specialized geologic investigations must be prepared prior to the approval of certain new development.

Ambient

Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Appropriate

An act, condition, or state that is considered suitable.

Archaeological

Relating to the material remains of past human life, culture, or activities.

Arterial

Medium speed (30-40 miles per hour), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roadways and local streets, but direct access from parcels to existing arterials is common.

Available Water Holding Capacity

The difference between the amount of water in a soil at field capacity and the amount in the same soil at the permanent wilting point of plants. Commonly expressed as inches of water per inch depth of soil.

Bicycle Lane (Class II)

Provides a restricted right of way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

Bicycle Path (Class I)

Provides a completely separated right of way designated for the exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

Bicycle Route (Class III)

Provides a right of way designated by signs or permanent markings and shared with pedestrians or motorists.

Bikeways

A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

City

City generally refers to the government or administration of a city. City also refers to the geographical area of a city.

Collector

Relatively-low speed (25-30 miles per hour), relatively-low volume (5,000-20,000 average daily trips) roadway that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial roadways.

Commercial

A land use designation that permits facilities for the buying and selling of commodities and services.

Community Facilities District

Under the Mello-Roos Community Facilities Act of 1982, a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Consistent

Free from variation or contradiction. Programs in the area plan are to be considered not contradictory or preferential. State law requires consistency between a general plan or area plan and implementation measures such as the zoning ordinance.

County

County generally referred to the government or administration of a county. County may also generally refer to the geographical area of a county.

Dedication

The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications of roadways, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Development (Future Development)

The physical extension and/or construction of urban land uses. Development activities include: subdivision of land, construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Discourage

To advise or persuade to refrain from.

Earth Creep

The slow movement of shallow soil material downslope.

Encourage

To stimulate or foster a particular condition through direct or indirect action.

Endangered Species

A species of plant or animal is considered endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Erosion

The loosing and transportation of rock and soil debris by wind, rain, or running water. The gradual wearing away of the upper layers of the earth.

Farmland

Refers to eight classifications of land mapped by the United States Department of Agriculture Soil Conservation Service. The five agricultural classifications defined below (except grazing land) do not include publicly owned lands for which there is an adopted policy preventing agricultural use.

Prime Farmland

Land which has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime farmlands must have been used for the production of irrigated crops within the last three years.

Farmland of Statewide Importance

Land other than prime farmland which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops within the last three years.

Unique Farmland

Land which does not meet the criteria for prime farmland or farmland of statewide importance, that is currently used for the production of specific high economic value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality or high yields of a specific

crop when treated and managed according to current farming methods. Examples of such crops may include oranges, olives, avocados, rice, grapes, and cut flowers.

Farmland of Local Importance

Land other than prime farmland, farmland of statewide importance, or unique farmland that is either currently producing crops, or that has the capability of producing crops. This land may be important to the local economy due to its productivity.

Grazing Land

Land on which the existing vegetation, whether grown naturally or through management, is suitable for the grazing or browsing of livestock. This classification does not include land previously designated as prime farmland, farmland of statewide importance, unique farmland, or farmland of local importance, and heavily brushed, timbered, excessively steep, or rocky lands which restrict the access and movement of livestock.

Fault

A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Fire Hazard Zone

An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Flood, 100-Year

The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Floodplain

The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the floodplain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floor Area Ratio

The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. Also commonly used in zoning, floor area ratios typically are applied on a parcel-by-parcel basis as opposed to an average floor area ratio for an entire land use or zoning district.

Goal

A general, overall, and ultimate purpose, aim or end toward which the city or county will direct effort.

Greenway

A linear open space area containing vegetation that is located immediately adjacent to or surrounds some form of linear transportation improvement such as roadways, bicycle trails, and pedestrian walkways.

Groundwater

Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Habitat

The physical location or type of environment in which an organism or biological population lives or occurs.

Highway

High-speed, high-capacity, limited access transportation facility serving regional and countywide travel. Highways may cross at a different grade level.

Historic, Historical

An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Impact

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee

A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency, as compensation for otherwise-unmitigated impacts the development will produce. California Governmental Code Section 66000, et seq, specifies that development fees shall not exceed the estimated reasonable cost of providing service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Implementation

Actions, procedures, programs, or techniques that carry out policies.

Industrial

The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive manufacturing, warehousing, and distribution.

Industrial Park

A planned assemblage of buildings designed for workplace use.

Infill Development

Development of vacant land within areas that are already largely developed.

Infrastructure

Public services and facilities, such as wastewater systems, water systems, and other utility systems, as well as roadways.

Institutional Use

Publicly or privately owned and operated activities such as hospitals, museums, and schools; churches and other religious organizations; and other non-profit activities of a welfare, educational, or philanthropic nature that can not be considered a residential, commercial, or industrial activity.

Issues

Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.

Land Use

The occupation or utilization of land or water area for any human activity or any purpose defined in the general plan.

Level of Service

Level of service is a traffic engineering term used to qualitatively describe traffic conditions along a roadway segment or roadway intersection. Levels of service range in order to increasing traffic congestion; from A, which indicates minimal delay and smooth traffic flow along a roadway segment or through a roadway intersection, to F, which indicates unacceptable levels of delay.

Liquefaction

The transformation of loose, water-saturated, granular materials (such as sand or silt) from a solid to a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission

A five or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's local agency formation commission is empowered to approve, disapprove, or conditionally approve such proposals. The commission members generally include two county supervisors, two city council members, and one member representing the general public.

Mello-Roos Bonds

Locally issued bonds that are repaid by a special tax imposed on property owners within a community facilities district established by a governmental entity. The bond proceeds can be used for public improvements and for a limited number of services. Named after the program's legislative authors.

Mineral Resource

Land on which known deposits of commercially viable mineral or aggregate exist. This designation is applied to sites determined by the California Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Mitigate

To ameliorate, alleviate, or avoid to the extent reasonably feasible.

National Flood Insurance Program

A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

Neighborhood Park

City or county-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Noise

Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is unwanted sound.

Noise Contour

A line connection points of equal noise level as measured on the same scale.

Office Use

The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Open Space Land

Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of the preservation of natural resources, the managed production of resources, outdoor recreation, or public health and safety.

Ordinance

A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Ozone

A tri-atomic form of oxygen created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between nitrogen oxides and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

Parks

Open space lands whose primary purpose is recreation.

Peak Hour, Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning or evening commute periods. In some cases, the peak hour may stretch into a peak period of several hours duration.

Performance Standards

Zoning regulations that permit uses based on a particular set of standards of operation rather than on a particular type of use. Performance standards provide specific

criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt glare heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Permeability, soil

The quality of a soil horizon that enables water or air to move through it. Terms used to describe permeability are as follows: very slow, slow, moderately slow, moderate, moderately rapid, rapid, and very rapid.

Planning Area

The planning area is the land area addressed by the general plan. For a city, the planning area boundary typically coincides with the sphere of influence and encompasses land both within the city limits and potentially annexable land.

Planning Commission

A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Policy

A specific statement of principle or of guiding actions that implies a clear commitment but is not mandatory. A general direction that a government agency sets to follow, in order to meet its goals and objectives before undertaking an action program.

Pollution

The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Pro Rata, Proportionate Share

Refers to the proportionate distribution of something to something else or to some group, such as the cost of infrastructure improvements associated with new development, apportioned to the users of the infrastructure on the basis of projected use.

Protect

To maintain and preserve beneficial uses in their present condition as nearly as possible.

Public and Quasi-Public Facilities

Institutional, academic, governmental, and community service uses, either publicly owned or operated by non-profit organizations.

Residential

Land designated in the city or county general plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, unimproved, or vacant.

Richter Scale

A scale of earthquake magnitudes developed by the seismologist C. F. Richter. The magnitudes can be determined from seismographs and are directly related to the amount of energy released during an earthquake.

Right-of-Way

A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Areas

Riparian areas are comprised of plant and animal areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally dependent upon a fresh water source.

Risk

The danger or degree of hazard of potential loss.

Runoff

The portion of rain or snow that does not percolate into the ground and is discharged into streams instead.

Saline-alkali soil

A soil that contains a harmful quantity of salts and either a high degree of alkalinity, a large amount of exchangeable sodium, or both, so distributed in the soil profile that the growth of most crop plants is less than normal.

Sanitary Sewer

A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage system (that carry surface water) and septic tanks or leach fields (that hold refuse liquids and waste matter on site).

Scenic Highway Corridor

The area outside a highway right-of-way that is generally visible to persons traveling on the highway.

Scenic Highway, Scenic Route

A highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising.

Seismic

Caused by or subject to earthquakes or earth vibrations.

Shall

That which is obligatory or necessary.

Should

Signifies a directive to be honored if at all possible.

Soil

The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing plants.

Sphere of Influence

The probably ultimate physical boundaries and service area of a local agency (city or special district) as determined by the local agency formation commission for the county.

Storie Index Rating

The Storie index expresses numerically the relative degree of suitability, or value, of a soil for general intensive agriculture. The rating is based on soil characteristics only. It does not take into account other factors, such as availability of water for irrigation, climate, and distance from markets, which might determine the desirability of growing specific crops in a given locality. For these reasons, the index, in itself, cannot be considered an index for land valuation.

Storm Drainage

Surplus surface water generated by rainfall that does not seep into the earth, but flows overland to flowing or stagnant bodies of water.

Subdivision

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or

developed. "Subdivision" includes a condominium project as defined in California Civil Code Section 1350 and a community apartment project as defined in Business and Professions Code Section 11004.

Subsoil

Technically, the B horizon; roughly the part of the profile below plow depth and above the substratum.

Surface soil or layer

The soil ordinarily moved in tillage, or its equivalent in uncultivated soil, about 5 to 8 inches in thickness. The plowed layer.

Texture, soil

The relative proportions of sand, silt, and clay particles in a mass of soil. The basic textural classes, in order of increasing proportions of fine particles are sand, loamy sand, sandy loam, loam, silt loam, silt, sandy clay loam, clay loam, silty clay loam, sandy clay, silty clay, and clay. The textural classes may be further described as coarse, fine, or very fine, and by gravely, stony, or rocky.

Traffic Model

A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses.

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has two ends, each representing the origin and destination.

Trip Generation

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing transportation system.

Urban Design

The attempt to give form, in terms of both beauty and function, to selected urban areas or the whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Service Area

Developed, undeveloped, or agricultural land, either incorporated or unincorporated, within the sphere of influence of a city, which is served by urban facilities, utilities, and services or which are proposed to be served by urban facilities, utilities, and services during the first five years of an adopted capital improvement program of the city if the city adopts that type of program for those facilities, utilities, and services.

Urban Services

Utilities (such as wastewater, water, gas, and electricity) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the city or county general plan land use designations and zoning districts.

Vacant

Lands or buildings that are not actively used for any purpose.

View Corridor

The line of sight, identified as to height, width, and distance, of an observer looking toward an object of significance to the community; the route that directs the viewers attention.

Viewshed

The area within the view from a defined observation point.

Watershed

The total area above a given point on a watercourse that contributed water to its flow; the entire region drained by a waterway or watercourse that drains into a lake or reservoir.

Wetlands

Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils".

Williamson Act

Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use,

thereby slowing its conversion to urban and suburban development. The program entails a 10-year contract between a city or county and an owner of land whereby the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Zoning

The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the general plan and area plan.

Zoning District

A designated section of a city or county for which prescribed land use requirements are building and development standards are uniform.

Zoning Map

Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shaped, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps called the zoning map.

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12.0 Index

This section will be completed upon receipt and incorporation of comments into the area plan.

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Appendix A

Policies and Implementation Programs

Policies and Implementation Programs

3.0 Urban Development and Design

3.6 Policies

1. Provide land use designations in accordance with the area plan map provided in Figure 4.
2. Provide planning and service boundaries in accordance with the area plan map provided in Figure 4.
3. The city shall encourage a mixture of land uses in accordance with the area plan map, ensuring compatibility between land uses, and ensuring that land uses are implemented through a set of development and design standards to create good planning and design as a part of this ~~infill~~ contiguous development.

3.7 Implementation Programs

- A. The city shall provide zoning designations in accordance with the area plan map provided in Figure 4.
- B. The city shall review and update the area plan, as necessary, in conjunction with any update of the general plan to ensure internal consistency between the general plan and the area plan.
- C. The city shall revise and request the local agency formation commission to revise the city planning and service boundaries to accommodate future development as illustrated in Figure 8. These revisions should include the following:
 1. **Hollister Sphere of Influence.** The city's sphere of influence should be expanded to include this area. This expanded boundary should be aligned with the eastern boundary of this area contiguous with the east side of the Memorial Drive Extension.
 2. **Hollister Urban Service Area.** The city's urban service area boundary should be expanded to include a portion of this area. This expanded boundary should be aligned with the west side of Santa Ana Creek. Subsequent expansion of the urban service area should occur in accordance with the area plan map and conceptual phasing plan.

The expansion of the city's sphere of influence boundary and urban service area boundary shall be completed prior to any annexations.

3. **Hollister City Limits.** The city limits should be expanded through the annexation of phases one. Expansion of the city limits in the future should occur through annexation of subsequent phases in accordance with the area plan map provided in Figure 4 and conceptual phasing plan provided in Figure 5.

The area plan map and conceptual phasing plan has been designed to include the two existing areas that are unincorporated islands in phase one.

- D. The city shall adopt appropriate zoning designations to implement a mixture of land uses in accordance with the area plan map illustrated in Figure 4.
- E. The city shall ensure that the golf course is implemented as a part of a mixture of land uses in accordance with the area plan map illustrated in Figure 4. The city shall allow minor modifications to the current land use configurations based on the actual design of the golf course.
- F. To ensure compatibility with nearby airport operations, future development approved within the secondary safety zone shall be consistent with the adopted airport master plan subject to review and approval by the airport board or district prior to issuance of building permits.
- G. To ensure compatibility with nearby agricultural uses, future development approved adjacent to existing agricultural uses shall incorporate measures to reduce or avoid temporary land use compatibility impacts, as feasible, prior to design review approval by the city. This may include temporary landscaping, fencing, and/or berming.
- H. To ensure compatibility with existing agricultural uses located to the east, Memorial Drive shall be extended between Fallon Road and McCloskey Road in accordance with the area plan map illustrated in Figure 4.
- I. The city shall review the golf course and regional trail for land use compatibility as a part of the design review process. Plans illustrating the locational characteristics of each facility shall be submitted to the city for review and approval prior to design review approval of the golf course or regional trail. The purpose of the review is to ensure that no safety hazards exist between the two uses.
- J. A comprehensive set of development and design standards shall be prepared by the project proponent in order to provide good planning and design for this ~~infill~~ contiguous development. These standards shall be incorporated in the covenants, conditions and restrictions for all properties. The preparation of the standards shall be funded by the project proponent, prepared under the direction of the project proponent, and subject to review and approval by the city prior to design review approvals for any future development. The standards shall address the following items:

1. Overall architectural theme and style.

2. Site design (i.e., lot sizes, lot coverage, building setbacks, building heights, parking requirements, grading requirements, tree preservation requirements, open space area).
 - ◇ Development in the IBP designation located in the northeast portion of the area, adjacent to the Memorial Drive Extension, shall include setbacks, with to be determined by the city, that shall consist of permanent landscaping, fencing, and/or berming. This shall serve as a buffer between the industrial business park and agricultural operations to the east.
3. Building design (i.e., building design, building materials, building colors, building equipment, etc.).
4. Parking design (i.e., parking lot design, common parking facilities, etc.).
5. Open space requirements as a percentage of lot size for each lot. To maintain the campus industrial environment, this should be approximately 30 to 35 percent of the lot size. Open space areas would exclude buildings, driveways, and parking areas, as well as all other impervious surfaces.
6. Outdoor storage areas.
7. Signage.

4.0 Natural Environment

4.3 Soil Resources

4.3.6 Policies

1. Provide for structurally sound and safe development in areas susceptible to soils with moderate to high shrink-swell potential.

4.3.7 Implementation Programs

- A. Future developers shall prepare soils investigations to specifically evaluate the shrink-swell potential of soils and provide appropriate engineering recommendations to accept the estimated degree of soil contraction, expansion and settlement potential. These shall be reviewed and approved by the city prior to approval of tentative maps.
- B. Future developers shall prepare master drainage and erosion control plans to minimize the impacts from erosion and sedimentation during grading and excavation activities. These shall be subject to the review and approval by the city prior to approval of tentative maps.
- C. Future developers should be required to provide erosion and sediment control facilities as part of their drainage systems. These facilities should be included in the master drainage and erosion control plans subject to the review and approval by the city prior to approval of tentative maps.

4.4 Agricultural Resources

4.4.6 Policies

1. Discourage the premature conversion of prime agricultural land to non-agricultural uses through phasing of future development.
2. Ensure that areas placed within the city's sphere of influence are free of land conservation contracts. Existing land conservation contracts may need to be canceled by the city prior to inclusion within the city's sphere of influence.

4.4.7 Implementation Programs

- A. In order to avoid the premature conversion of prime agricultural land to non-agricultural uses, the city shall adopt a phasing program, such as the one recommended in this area plan, prior to amendment of the city's sphere of influence to accommodate future development. The phasing program should

include various alternative growth patterns and should include thresholds or triggers to implement the phasing.

- B. The city shall ~~cancel~~ ensure that all existing land conservation contracts are canceled prior to amendment of the city's sphere of influence boundary.

4.5 Hydrological Resources

4.5.6 Policies

1. Future development ~~ers should~~ shall be designed to avoid the flood hazard or to provide flood control improvements to protect future development from the flood hazard.

4.5.7 Implementation Programs

Implementation Programs have been revised and combined with those presented in Section 8.3.7.

- A. ~~Future developers shall improve the existing culverts along Santa Ana Creek at Fallon Road. Improvements are necessary to provide additional downstream storm drainage capacity and reduce the flooding potential within this area. The project proponents shall be required to pay a proportionate share of these improvements and other downstream improvements, as necessary. These facilities should be included in the master drainage and erosion control plans subject to the review and approval by the city prior to approval of tentative maps.~~

~~Plans are being prepared by the County of San Benito for the replacement of the Fallon Road Bridge over Santa Ana Creek. This will be a two-lane structure designed to current hydrological standards (George Lewis, City of Hollister Engineering Department, memo to consultant, July 13, 1995).~~

- B. ~~Future developers shall incorporate detention basins into the overall design of the golf course. These detention basins should be designed to accommodate the increased storm drainage generated from this area in order to regulate flows to the creek, as well as to provide creek overflow storage capacity during a storm event. This will reduce the flooding potential. These facilities should be included in the master drainage and erosion control plans subject to the review and approval by the city prior to approval of tentative maps.~~

- GA. Future developers shall install and maintain oil and grease separators in the storm drainage system of large parking lots (50 or more cars). Annual maintenance of the separators, as well as a sweeping program for the parking lot should be required. Viable data verifying the value of the units will be submitted. Other viable methods will also be considered. Proposed facilities will be

included in the master drainage and erosion control plans subject to the review and approval by the city prior to approval of tentative maps.

(Oil and grease interceptors are proposed based on current research and practices. As more data is collected on design and performance of this and other best management practices, other method may be preferred. Water quality concerns should be addressed using the most cost-effective best management practices available, at the time of construction, that are acceptable to the city. Oil and grease interceptors are presented as an example of a best management practice that is currently recognized.)

4.6 Biological Resources

4.6.6 Policies

1. Impacts to riparian habitat should be minimized and riparian habitat areas should remain in their natural state to the maximum extent feasible. Impacts would result from certain improvements such as road crossings, culverts, and channelization. If improvement to creeks must be made for reasons of public health and safety, retention basins would be preferable to channelization of the entire creek. In areas that must be channelized, it is recommended that the channel be oversized in order to allow for vegetation along both banks.
2. Future development should cause no net loss of either wetland or wetland habitat.
3. Future development should cause no net loss of habitat that may be essential for the survival of special status plant and animal species.

4.6.7 Implementation Programs

- A. The project proponents shall designate the existing modified creek corridor ~~extending 100 feet, measured outward from the top of the creekbank (or the outer edge of the riparian drip line, whichever is greater)~~ as required in general plan policy II.E.2.p, by providing a protective buffer, as recommended by the California Department of Fish and Game, and dedicate the creek corridor or open space and passive recreational uses to the city or some other public or quasi-public agency. In addition:
 1. Portions of the golf course may be located within the permanent open space area, but shall be located outside of the riparian vegetation within the permanent open space area. No golf holes shall cross the creek.
 2. Portions or all of the regional trail may be located within the permanent open space area, but shall be located outside of the riparian vegetation within the permanent open space area.

The designation of the creek corridor as permanent open space is subject to the review and approval by the city prior to approval of the use permit for the golf course tentative maps. The dedication of the permanent open space, including the actual width or improvement of the buffer, shall be made prior to approval of the final maps golf course use permit

Please also refer to revised Implementation Programs in Section 8.4.7..

- ~~B. Future development should utilize native plant species in revegetation plans, especially adjacent to the creek corridor, subject to the review and approval by the city prior to design review approval.~~
- ~~G. Future development (i.e. the extension of Flynn Road) resulting in the removal of wetland or wetland habitat shall replace any wetland or wetland habitat on-site or immediately off-site along the creek corridor at a ratio of up to 3:1. Replacement of habitat at a lower ratio may be appropriate if the replacement is completed prior to the loss of the original habitat. This shall be subject to the review and approval by the California Department of Fish and Game and the United States Army Corps of Engineers.~~
- ~~D. A kit fox survey shall be conducted if deemed necessary by the California Department of Fish and Game. Surveys should be done using California Department of Fish and Game Guidelines. Camera station surveys, at a rate of four cameras per square mile, should also be included. The survey shall be conducted by a qualified biologist and a report shall be submitted for review and approval by the city prior to approval of tentative maps.~~
- ~~H. A burrowing owl survey shall be conducted in the spring if deemed necessary by the California Department of Fish and Game. Surveys should be done using California Department of Fish and Game Guidelines. The survey shall be conduct by a qualified biologist and a report shall be submitted for review and approval by the city prior to approval of tentative maps. Recommendations of the spring survey shall be implemented prior to construction.~~
- B. A qualified wetlands specialist shall determine the presence or absence of wetlands in the vicinity of the creek. Future development (i.e. Santa Ana Creek channel improvements or the extension of Flynn Road) which involve the unavoidable loss of wetland and/or riparian areas shall replace any such loss on-site along the creek corridor, and shall require project sponsors to develop re-vegetation plans that offset losses of biotic values (e.g. wetlands and riparian vegetation), in coordination with the recommendations of the California Department of Fish and Game and the U.S. Army Corps of Engineers. The re-vegetation plans shall be prepared prior to issuance of the applicable permits; re-vegetation shall be accomplished with the proposed infrastructure/channel improvement. (Reference general plan policy III 63.)
- C. A kit fox survey shall be conducted if deemed necessary by the California Department of Fish and Game. Surveys should shall be done using California Department of Fish and Game guidelines. Camera station surveys, at a rate of four cameras per square mile, should also be included. The survey shall

be conducted by a qualified biologist and a report shall be submitted to review and approval by the city prior to approval of tentative maps. If it is determined that the project site is kit fox habitat, a fee shall be paid to the appropriate agency for the provision of off-site kit fox habitat. This is considered a form of mitigation banking as required in general plan policy III 62. The fee will be required prior to issuance of a building permit. If kit fox den(s) occupied by young kit fox are found on the project site, building permits shall not be issued until the young have left the den. If the qualified biologist performing the survey determines that the project site is not kit fox habitat, no mitigation measures shall be required.

D. A burrowing owl survey shall be conducted in the spring if deemed necessary by the California Department of Fish and Game. Surveys should shall be done using California Department of Fish and Game guidelines. The survey shall be conducted by a qualified biologist and a report shall be submitted for review and approval by the city prior to approval of tentative maps. If adult burrowing owls are found during the survey, they shall be relocated by a qualified biologist, in conjunction with the California Department of Fish and Game, prior to issuance of a building permit. If burrowing owl den(s) occupied by juvenile owls are found on the project site, building permits shall not be issued until the young have left the den. If the qualified biologist performing the survey determines that the project site is not burrowing owl habitat, no mitigation measures shall be required.

E. Either a or b shall be utilized:

- a. A surveys for yellow warbler shall be performed by a qualified biologist using California Department of Fish and Game protocol. If the yellow warbler is found to be present, then channel improvements to Santa Ana Creek shall not take place during the species nesting season. This limitation shall be included in the construction plans and specifications for channel improvements to Santa Ana Creek. or;
- b. Channel improvements to Santa Ana Creek shall not take place during the nesting season of the yellow warbler. This limitation shall be included in the construction plans and specifications for channel improvements to Santa Ana Creek.

F. If implementation program B above results in a positive identification of red-legged frog habitat, a red-legged frog survey shall be conducted during the breeding season for the frog, if deemed necessary by the California Department of Fish and Game. The survey shall be done using California Department of Fish and Game protocol. The survey shall be conducted by a qualified biologist and a report shall be submitted for review and approval by the city prior to issuance of a permit for channel improvements to Santa Ana Creek. If red-legged frogs are found during the survey, the individuals shall be relocated by a qualified biologist, in conjunction with the California Department of Fish and Game. If the qualified biologist performing the survey determines that red-legged frogs are not present in Santa Ana Creek, no further mitigation measures shall be required.

- G. If implementation program B above results in a positive identification of western spadefoot toad habitat, a western spadefoot toad survey shall be conducted during the breeding season for the toad, if deemed necessary by the California Department of Fish and Game. The survey shall be done using California Department of Fish and Game protocol. The survey shall be conducted by a qualified biologist and a report shall be submitted for review and approval by the city prior to issuance of a permit for channel improvements to Santa Ana Creek. If western spadefoot toads are found during the survey, a habitat management plan shall be prepared by a qualified biologist, in conjunction with the California Department of Fish and Game. Any construction impacting the toad habitat shall not be permitted, until the habitat management plan has been approved and implemented. If the qualified biologist performing the survey determines that western spadefoot toads are not present in Santa Ana Creek, no further mitigation measures shall be required.

4.8 Acoustical Resources

4.8.6 Policies

1. Future development shall comply with the noise standards of the general plan.

4.8.7 Implementation Programs

- A. Future development shall be designed in accordance with the noise standards of the general plan subject to review and approval by the city prior to design review approval.

4.9 Visual Resources

4.9.6 Policies

1. Future development shall maintain views to the surrounding mountains from existing surrounding roadways and the creek corridor, to the maximum extent feasible.

4.9.7 Implementation Programs

- A. Future development shall provide appropriate setbacks as determined by future design standards along major internal and external roadways to preserve views to the surrounding foothills and mountains. The external roadways include Highway 156, Fallon Road, and McCloskey Road. This shall be

subject to the review and approval by the city prior to approval of tentative maps.

- B. Future development shall place all new utilities underground. This shall be subject to the review and approval by the city prior to approval of tentative maps.
- C. Future development, including roadways, bicycle and pedestrian trails, and parking areas, should utilize ~~low~~ high-pressure sodium lighting, in accordance with general plan Policy III.E.66. This shall be subject to the review and approval by the city prior to the issuance of building permits.
- D. Future development should ensure that all outdoor lighting fixtures are fully shielded and installed so that no light is emitted above the horizontal plane running through the base of the light fixture. This shall be subject to the review and approval by the city prior to design review approval.
- E. Any lighting associated with the golf course shall be confined to the general areas of the golf course support facilities including clubhouse, cart barns, maintenance areas, and driving range. No light shall be allowed to illuminate the creek corridor. This shall be subject to the review and approval by the city prior to design review approval.

4.10 Cultural Resources

4.10.6 Policies

- 1. Future development should ensure that no impact occurs to unknown buried archaeological resources that may be located in this area.

4.10.7 Implementation Programs

- A. Future development located in high archaeological sensitivity areas shall prepare a preliminary cultural resources reconnaissance of the developable area. The findings and recommendations of the reconnaissance shall become conditions of approval subject to the review and approval by the city prior to approval of tentative maps. This requirement shall apply to both public and private projects that involve grading or excavation activities.

6.0 Economic Environment

6.6 Policies

1. Encourage industrial business park development, especially industrial business park development related to the airport.
2. Encourage commercial development, especially commercial development that does not compete with allowed commercial development in the downtown area.
3. Encourage the transition from industrial uses in the short-term to commercial uses in the long-term on the parcel at the intersection of Highway 156 and McCloskey Road.
4. Encourage and accommodate relocating existing automobile dealerships to this area.
5. Encourage the provision of recreational facilities, such as a golf course, and recognize that recreational uses on open space land within this area are opportunities to provide jobs and revenues to the city while maintaining the scenic qualities of this area.

6.7 Implementation Programs

- A. The city shall coordinate and cooperate with local economic development agencies to attract industrial and commercial development of all sizes and to assist local start-up businesses in reaching a sustainable size in this area.
- B. The city shall review and amend development and permit processing procedures to reduce the time and cost related to permit processing for future development. The city should consider such measures as pre-application meetings, one-stop permit issuance incorporating permit review from various departments at one time, fast-tracking applications for future development within this area, and the reduction or elimination of application and development impact fees. The purpose of this program is to ensure that prospective businesses are not discouraged by development and permit processing delays or costs that could cause them to locate in other jurisdictions.
- C. The city shall proceed with plans to improve the airport and aggressively market the airport to businesses that make use of small aircraft in their everyday operations. Additionally, the city shall provide incentives to businesses that are dependent on or supportive of the airport operations, such as reduced airport user fees.

- D. This city shall allow commercial uses in accordance with this area plan and shall review all proposed commercial uses to ensure that they are not preferred commercial uses in the downtown area. Preferred commercial uses in the downtown area shall be prohibited, with the exception of professional offices and restaurants. This determination shall be made by the city planning director prior to design review approval. The decision of the city planning director may be appealed to the planning commission. The decision of the planning commission may be appealed to the city council for final decision.
- E. The city shall allow the transition from existing industrial uses to commercial uses on the parcel at the intersection of Highway 156 and McCloskey Road. The transition shall be allowed at such time that market demand indicates a demand for commercial uses at this location and a commercial user is available and willing to provide commercial uses at this location. No amendments to the area plan shall be required to accommodate this transition from industrial to commercial uses.
- F. The city shall survey the automobile dealers to determine the level of interest in developing an auto center in this area. If there is adequate interest among the automobile dealers, the city should coordinate a series of meetings between the city, project proponents and automobile dealers in an effort to develop a concept for an auto center within this area. Further, the city shall promote the city as a location for automobile purchases.
- G. The city shall allow the development of the first nine holes of the golf course in the first phase of future development to provide an amenity for marketing businesses to locate in this area. Further, the city shall cooperate and promote, and where feasible, participate in the development of the golf course. Participation could include financial participation such as issuance of general obligation bonds, recreation revenue bonds, installment purchase contracts, and other financing mechanisms.

7.0 Transportation

7.6 Policies

1. Future development shall be responsible for mitigating transportation impacts from that future development.
2. Ensure that adequate plan lines and right-of-ways are provided for existing and future roadway improvements on internal and adjacent external roadways.
3. Ensure that internal roadways provide for truck use and delivery.
4. Encourage the use of the frontage roadway, as follows:
 - **Short-Term.** Maintain the existing frontage road and discourage direct access to Highway 156. This will require the realignment of the existing frontage road to provide adequate intersection spacing at major intersections.
 - **Long-Term.** Eliminate the existing frontage road ~~and provide direct access to Highway 156 upon completion of the Highway 156 Bypass.~~
5. Encourage the provision of transit facilities for future transit services, such as bus turnouts, bus stops and bus shelters.
6. Provide a network of interconnected bicycle and pedestrian trails linking industrial areas with supporting commercial areas, as well as park and open space areas. Further, bicycle parking facilities should be provided to effectively serve those wishing to utilize bicycles for commute or recreation.

7.7 Implementation Programs

- A. The project proponents shall be required to design, fund, and construct all on-site and off-site transportation improvements needed to accommodate future development. Plans for transportation improvements shall be subject to review and approval by the city prior to tentative map approval.
- B. Transportation model runs shall be performed by the city for future development proposals consistent with the general plan. Transportation model runs are subject to the review and approval by the city prior to the approval of tentative maps.
- C. The city and county should review and update the existing regional traffic impact fee program to include any additional transportation improvements to accommodate future development. Future development shall be required to pay the appropriate regional traffic impact fees based on the updated regional traffic impact fee program. Appropriate regional traffic impact fees shall be reduced by the value of any off-site transportation improvements included in the regional traffic impact fee program constructed as part of future development. This shall be subject to review and approval by the city prior to the issuance of building permits.

- D. ~~Future development shall be required to formulate and participate in a transportation management district. The district shall be responsible for acquiring a transportation district coordinator, as well as developing and implementing a transportation management program. The purpose of the transportation management program shall include, but not be limited to encouraging carpooling, vanpooling, and use of alternative modes of transportation. This shall be completed prior to build-out of the area plan. Requirement repealed by SB 437, October 5, 1995 "...public agency shall not require an employer to implement an employee trip reduction program unless the program is expressly required by federal law..."~~
- E. The city shall adopt appropriate plan lines for major external and internal roadway, including Fallon Road, McCloskey Road, the Shelton Drive Extension, the Memorial Drive Extension, and the Flynn Road Extension. The city may need to modify the adopted plan line as necessary to accommodate the proposed Memorial Drive Extension. The appropriate plan lines shall be adopted and recorded prior to approval of tentative maps.
- F. The project proponents shall provide adequate roadway right-of-way based on the following roadway design guidelines and subject to review and approval by the city prior to the approval of tentative maps:

Fallon Road. Fallon Road is two lanes in its existing configuration and may be four-lanes in the long-term between Shelton Drive and the Memorial Drive Extension. Right-of-way should be provided for four lanes.

McCloskey Road. McCloskey road is two lanes in its existing configuration and is expected to be a four-lane divided arterial between Highway 156 and Fairview Road (Keith B. Higgins and Associates, Inc. 1994). Right-of-way should be provided for four lanes measuring 110 feet.

Shelton Drive Extension. The Shelton Drive Extension is anticipated to be a minor four-lane arterial between Shelton Business Park and McCloskey Road. Right-of-way should be provided for four lanes.

Memorial Drive Extension. The Memorial Drive Extension is anticipated to be two lanes in the short-term and may be four lanes in the long-term between Fallon Road and McCloskey Road. Right-of-way should be provided for four lanes. The Memorial Drive Extension should be constructed with its intersection with McCloskey Road east of Santa Ana Creek, where the cost to drainage structures is minimized. This would result in the bridge across Santa Ana Creek being located south of McCloskey Road and outside of the project area. This would provide a more perpendicular crossing of the creek and the creek would not be bisected by the roadway.

Flynn Road Extension. The Flynn Road Extension is anticipated to be a minor four-lane arterial between Highway 156 and the Memorial Drive Extension. Right-of-way should be provided for four lanes.

Primary Entrance Roadway. The primary entrance roadway is anticipated to be a minor four-lane arterial from Highway 156 to McCloskey Road. Right-of-way should be provided for four lanes.

Circular Roadway. The circular roadway surrounding the commercial core area is anticipated to be two lanes. Right-of-way should be provided for two lanes in this area and should have a minimum radius of 600 feet. This would accommodate a 35 mile per hour design speed.

Parking. Parking shall be restricted on all major internal roadways. This especially applies to the circular roadway or any other roadways with horizontal curvature because of the restriction in sight distance at the inside of the horizontal curves. Care must be taken regarding the locations of driveways from the inside of the commercial core area.

- G. Future development shall provide adequate roadway right-of-way for all other internal roadways including the frontage roadway realignment as applicable. This shall be subject to the review and approval by the city prior to approval of tentative maps.
- H. Future development shall design and construct all public roadways to the city's standards and shall dedicate all public roadways to the city upon completion of construction. Maintenance of these public roadways will be the responsibility of the city. This shall be subject to review and approval by the city prior to approval of tentative maps.
- I. Future development shall design all public roadways to accommodate truck use and delivery. This shall be subject to review and approval by the city prior to approval of tentative maps.
- J. The city shall maintain and realign the frontage roadway in the short-term and shall eliminate the frontage roadway in the long-term. The frontage roadway will need to be realigned based on the existing area plan concept plan. One approach is to end the frontage roadway north of its intersection with McCloskey Road. From this point, the frontage roadway would be realigned to the east and then south the McCloskey Road. This assumes no changes to existing development.

If this area is entirely redeveloped for commercial uses, the access issues will need to be re-addressed. It can be expected that access will be extremely limited to Highway 156. Right turns in and out only will probably be required. Access from the frontage roadway to McCloskey Road should be kept as far away as possible from Highway 156. Also, the frontage roadway could be eliminated in existing development areas if acceptable access can be provided from the east of these areas. A definitive means of treating the frontage road cannot be determined until more detailed development plans are designed. It is possible that a combination of eliminating certain portions of the frontage road, as well as realigning other portions and possible restricting movements at the existing intersections with existing streets could be implemented. Any frontage roadway improvements should be completed in the early phases of the area plan.

- K. The project proponents shall provide adequate right-of-way for future transit services. Right-of-way should be provided in employment areas such as the industrial business park and commercial core and should accommodate bus

turnouts, bus stops, and other transit facilities. This shall be subject to review and approval by the city prior to approval of tentative maps.

L. The project proponents shall design, finance, and construct bikeways consistent with the adopted bikeways plan for the county and the city to include the following:

- Class I bikeway along Santa Ana Creek between Fallon Road and McCloskey Road.
- Class III bikeway along Highway 156 from McCloskey Road to the northerly boundary adjacent to Highway 156.
- Class III bikeway along the frontage to Fallon Road.
- Class III bikeways along major roadways within this area.

Bikeway designs shall be subject to review and approval by the city prior to the approval of tentative maps. Bikeways should be constructed in conjunction with future development.

M. The proponent(s) of future development on the project site shall be required to prepare an infrastructure master plan, which includes a transportation and circulation improvement plan, as required by general plan policy VII E 4. This plan shall be subject to the review and approval by the City Engineer and Caltrans prior to issuance of the first development permit, with exceptions to made by the city for projects which can be served by existing services.

The improvements are the sole responsibility of future developers of the area plan project site unless noted otherwise. Timing, implementation responsibility, and financing methods shall be included. A separate fund shall be set up for these improvements. The transportation and circulation element of the infrastructure master plan shall include, but not be limited to the following improvements. Improvements shall be in place at the time specified or no more building permits will be issued.

- a. Widen San Felipe Road to a six-lane arterial from McCloskey Road to Santa Ana Road. This is anticipated to be required when the area plan is 60 percent built out (or at 3 million square feet). It is the responsibility of the area plan developers.
- b. Contribute to the widening of Bolsa Road to a four-lane highway from the city limits Flynn Road to San Felipe Road. This is anticipated to be required when the area plan is 40 percent build out (or at 2 million square feet). Caltrans and the city (through traffic impact fees) will be responsible for this improvement.
- c. Contribute to the widening of Highway 156 to four lanes from San Felipe Road to Highway 152. This is anticipated to be required when the area plan is 75 percent built out (or at 3.7 million square feet). Caltrans and the city (through traffic impact fees) will be responsible for this improvement.

- d. Contribute to the signalization of the San Felipe Road/Main Industrial entrance intersection. This is anticipated to be required during Phase 2 of the area plan. The city (through traffic impact fees) will be responsible for this improvement.
- e. Signalize the San Felipe Road/Main Commercial Shopping Center entrance intersection. This is anticipated to be required during Phase 1 of the area plan. It is the responsibility of the area plan developers.
- f. Signalize the Bolsa Road/Wright Road intersection. This is anticipated to be required when the area plan is 20 percent built out (or at 0.98 million square feet). It is the responsibility of the area plan developers.
- g. Signalize the McCloskey Road/Shelton Drive extension intersection. This is anticipated to be required during Phase 1 of the area plan. It is the responsibility of the area plan developers.
- h. Construct frontage improvements along McCloskey Road for an ultimate four-lane arterial. This is anticipated to be required during Phase 1 of the area plan. It is the responsibility of the area plan developers.
- i. Construction Memorial Drive from Fallon Road to McCloskey Road as a two-lane road, as proposed. This roadway improvement should represent the western half of an ultimate four-lane arterial. Memorial Drive should intersect McCloskey Road east of Santa Ana Creek. This is anticipated to be required during Phase 4 of the area plan. It is the responsibility of the area plan developers.
- j. Relocate or eliminate the existing frontage road along the east side of San Felipe Road. This is anticipated to be required during Phase 1 of the area plan. It is the responsibility of the area plan developers.
- k. In addition to the provision of adequate traffic control and channelization at entrances to the project site, the following items should also be incorporated into the area plan circulation design:
 - The circular roadways surrounding the core area of the project site should have a minimum radius of 600 feet. This would accommodate a 35 mile per hour design speed. Parking must be restricted on all major internal streets. This especially applies to circular roadways or any other roadways with horizontal curvature because of the restriction of sight distance at the inside of horizontal curves. Care must also be taken regarding the locations of driveways from the inside of the core area. Sight distance limitations due to the horizontal curvature will make this a sensitive design issue.
 - The anticipated traffic volumes on roads within the project site indicate that the Shelton Drive Extension can be constructed as an 84-foot right-of-way, 64 foot curb-to-curb arterial and have a significant amount of reserve capacity. The Flynn Road Extension will carry

traffic volumes that could be accommodated by a two-lane arterial with left-turn channelization. Aesthetic considerations will also be a contributing factor to the width of major internal streets.

- The interior street system should be designed to accommodate internal traffic to the greatest extent possible.

These design considerations shall be incorporated into tentative maps for all future projects within the area plan.

- l. Widen San Felipe Road to a six-lane arterial from McCloskey Road to Flynn Road in addition to the six lane widening from Santa Ana Road to McCloskey Road. This is anticipated to be required when the area plan is 75 percent built out (or at 3.7 million square feet). It is the responsibility of the area plan developers.
- m. Dedicate right-of-way along San Felipe Road north of Flynn Road for an ultimate six-lane arterial. This shall occur as development occurs adjacent to San Felipe Road north of Flynn Road.
- o. Contribute to the widening of Fairview Road to a four-lane road from McCloskey Road to Airline Highway. Caltrans and the city (through traffic impact fees) will be responsible for this improvement.
- p. Construct the extension of Memorial Drive from Santa Ana Road to McCloskey Road as a two-lane arterial. No gutter, curb, sidewalk, or utility improvements will be necessary at this time. This is anticipated to be required when the area plan is 75 percent build out (or at 3.7 million square feet). It is the responsibility of the area plan developers.
- q. Add a second right-turn lane on the westbound Highway 25 Bypass and the eastbound Bolsa Road approaches at the San Felipe Road/Bolsa Road - Highway 25 Bypass intersection. This is anticipated to be required when the area plan is 75 percent build out (or at 3.7 million square feet). It is the responsibility of the area plan developers.
- r. Add a second westbound McCloskey Road left-turn lane, as well as exclusive eastbound and westbound right-turn lanes at San Felipe Road. This is anticipated to be required when the area plan is 75 percent build out (or at 3.7 million square feet). It is the responsibility of the area plan developers.
- s. Signalize the Fallon Road/Shelton Drive intersection. The area plan developers, as well as Fallon Road and Shelton Drive development will be responsible for this improvement. This is anticipated to be required when the area plan is 75 percent build out (or at 3.7 million square feet). It is the responsibility of the area plan developers and the Shelton Drive developers.
- t. Signalize the McCloskey Road/Memorial Drive intersection in conjunction with the Memorial Drive extension from McCloskey Road to Santa

Ana Road. This is anticipated to be required when the area plan is 75 percent build out (or at 3.7 million square feet). It is the responsibility of the area plan developers.

- u. Contribute to left-turn channelization at major driveways and intersections on North Street along its entire length.
- v. Contribute to left-turn lanes on San Felipe Road/San Benito Street between Santa Ana and Fourth Street.

All improvements shall be constructed when they are necessary (as identified for each improvement), subject to review and approval by the City Engineer. When the improvements are required, further development permits will not be issued until improvements are in place.

8.0 Public Services and Facilities

8.1 Wastewater Service

8.1.6 Policies

1. Future development shall provide adequate wastewater collection, treatment, and disposal capacity to accommodate future development.

8.1.7 Implementation Programs

8.1.7 Implementation Programs

- A. Future developers shall provide adequate wastewater collection, treatment, and disposal facilities through the construction of an on-site, ~~or off-site if appropriate, sub-regional~~ batch wastewater treatment plant in accordance with all local, state, and federal regulations. The package wastewater treatment plant shall include the following measures:

1. Designed and constructed to provide reclaimed wastewater for golf course and park irrigation.
2. Designed to incorporate storage ponds to hold treated wastewater during periods when the ground is saturated.
3. Located so as not to create land use incompatibility impacts with surrounding land uses.

The ~~sub-regional~~ batch wastewater treatment plant shall be designed by project proponents, and constructed when the city's 3.8 mgd plant is at 94 percent capacity. The design and construction shall be subject to review and approval by the city prior to approval of further tentative maps. The ~~sub-regional~~ batch wastewater treatment plant shall be financed, constructed, and operated to the satisfaction of the appropriate local, state, and federal agencies prior to occupancy of any new structures. ~~Because the treatment plant will be planned to ultimately serve other development, as well as that within the area plan planning area, a reimbursement agreement with the city will be necessary.~~

- B. The ~~sub-regional~~ batch wastewater treatment plant shall be operated by an appropriately licensed wastewater treatment plan operator ~~subject to review and approval by the city prior to occupancy of any new structures.~~

- C. The sub-regional batch wastewater treatment plant shall be dedicated to the city or a special district upon completion and operation. This shall be included in subdivision agreements prior to approval of final maps.
- D. Future development shall be required to participate in a special district to provide funding for the operation and maintenance of the sub-regional batch wastewater treatment plant upon completion of construction and successful operation. This shall be specified in subdivision agreements prior to approval of final maps.
- E. The city's design criteria in place at the time of future development shall be used for designing any wastewater facility improvements for future development. This shall be subject to review and approval by the city prior to approval of tentative maps.

8.2 Water Service

8.2.6 Policies

- 1. Future development shall provide an adequate water supply and an adequate water distribution system to meet the demands of future development in accordance with phasing of the area plan.

8.2.7 Implementation Programs

- A. Future development shall obtain potable water supply from the city and non-potable water supply from the San Benito County Water District. The Hollister Area Water Treatment Plant shall be completed prior to development of the area plan so that imported San Felipe Municipal/Industrial water can be used to serve development. Future development shall participate in the improvement of the capacity of water distribution and treatment facilities when future development causes water system deficiencies. This is anticipated to occur when the commercial/industrial portion of the area plan is 65 percent built out. The golf course is not affected by this because water will be supplied from the batch wastewater treatment plant. Participation will be based on the proportionate use of the proposed water facilities. This shall be subject to review and approval by the city prior to approval of further tentative maps.
- B. Future development areas that are proposed to receive potable water from the city must be annexed into the city's water service area. This shall be subject to review and approval by the city prior to approval of final maps.
- C. Future development shall provide a plan for the abandonment or continued use of existing wells in accordance with the requirements of regulatory agencies. This shall be reviewed and approved by the city prior to approval of tentative maps.

- ~~D. Future development shall be required to utilize water conservation landscaping. This shall be subject to review and approval by the city prior to the issuance of building permits.~~
- D. Future development shall be required to prepare a water conservation plan consistent with Best Management Practices as adopted by the California Urban Water Conservation Council. The plan shall include water-conservation landscaping and a limitation on the golf course water use to 1.2 acre feet per year (keeping it at an existing level of water use by agriculture.) The water conservation plan shall be subject to review and approval by the City Planning Department, prior to the issuance of building permits.
- E. The city design criteria in place at the time of future development shall be used for designing the water distribution facilities. This shall be subject to review and approval by the city prior to approval of tentative maps.
- F. Future development shall preserve easements for the San Benito County Water District waterlines, whether they are presently located within public right-of-ways or within easements over private properties. Any construction affecting the district's facilities shall be in accordance with district standards. If it is necessary to remove or relocate any of the district's facilities, the work shall be approved by the district at the expense of the developers.

8.3 Storm Drainage Service

8.3.6 Policies

- 1. Provide a cost-effective solution for storm drainage that will accommodate additional storm drainage from this area and address existing storm drain system deficiencies.

8.3.7 Implementation Programs

- 1. Provide a cost-effective and environmentally favorable solution for storm drainage that will accommodate additional storm drainage from this area and address existing storm drain system deficiencies.
- 2. Policy 8.3.6.2. Future development shall be designed to avoid the flood hazard or to provide flood control improvements to protect future development from the flood hazard.

8.3.7 Implementation Programs

- ~~A. Future development shall prepare a detailed hydrological study and drainage and erosion control plans that illustrate the elimination of existing and future~~

flood hazards within this area. The hydrological study and drainage and erosion control plans should include the following:

1. Provide creek channel improvements to accommodate the 100-year peak flow rate through this area for existing conditions.
2. Provide storm drainage control measures such as storm drainage detention and retention that limits the rate of storm drainage discharge to existing levels to the creek channel. Storm drainage control measures would be included to detain or retain storm drainage on-site to maintain existing peak flow rates to the creek channel.

A total basin volume of 25 acre-feet is recommended for storing storm drainage associated with future development. This storm drain storage can be accommodated in a seven acre basin that is six feet deep. The storage basin could be included as a multiple use facility such as a golf course water hazard. It may be possible to utilize storm drainage storage more efficiently by discharging directly to Santa Ana Creek, and allowing Santa Ana Creek peak flows to overtop into a detention or retention basin. The off-stream detention or retention basin should be located at the downstream end of this area, near Fallon Road.

The detailed hydrology study and drainage and erosion control plans shall be subject to the review and approval of the city prior to the approval of tentative maps.

B. The city design criteria in place at the time of future development shall be used for designing the storm drain improvements. This shall be subject to the review and approval by the city prior to approval of tentative maps.

A. Developers of the golf course shall prepare a detailed hydrological study addressing the elimination of existing and future flood hazards within this area. The study shall consider the Master Drainage Plan Study for Santa Ana Creek, currently being prepared for the County of San Benito by Shaaf & Wheeler (December 1995). The hydrological study shall identify the following:

1. Creek channel improvements necessary to accommodate the 100-year peak flow rate through this area for existing conditions. If channel widening is required, the method used shall be natural vegetation lining (as opposed to concrete, rip-rap or gabion).
2. Storm drainage control measures such as storm drainage detention and retention that limits the rate of storm drainage discharge to existing levels to the creek channel. The golf course shall be utilized to the fullest extent feasible for the placement of detention/retention facilities.

Note: At this time, a total basin volume of 25 acre-feet is recommended for storing storm drainage associated with future development. This storm drain storage can be accommodated in a seven acre basin that is six feet deep. The storage basin could be included as a multiple use facility such as a golf course water hazard. It may be possible to utilize

storm drainage storage more efficiently by discharging directly to Santa Ana Creek, and allowing Santa Ana Creek peak flows to overtop into a detention or retention basin. The off-stream detention or retention basin should be located at the downstream end of this area, near Fallon Road.

3. Improvements necessary to existing culverts along Santa Ana Creek at Fallon Road. (Plans are being prepared by the County of San Benito for the replacement of the Fallon Road Bridge over Santa Ana Creek. This will be a two-lane structure designed to current hydrological standards.)
4. Percolation of detained stormwater into the groundwater basin.
5. Estimated costs associated with necessary improvements to eliminate flood hazards.
6. Financing mechanisms to equitably distribute the costs to the property owners benefiting from the improvements.

The detailed hydrology study shall be subject to the review and approval of the city prior to the approval of a use permit for the golf course.

B. Developers of the golf course shall prepare a detailed drainage and erosion control plan, utilizing the hydrological study required in Implementation Program 8.3.7 A, that illustrate the elimination of existing and future flood hazards with this area. The drainage and erosion control plan shall include, but not be limited to, the following:

1. Creek channel improvements to accommodate the 100-year peak flow rate through this area for existing conditions. If channel widening is required, the method used shall be natural vegetation lining (as opposed to concrete, rip-rap or gabion).
2. Storm drainage control measures such as storm drainage detention and retention. Detention basin shall be designed to accommodate the increased storm drainage generated from this area in order to regulate flows to the creek, as well as to provide creek overflow storage capacity during a storm event. Storm drainage control measures shall be included to detain or retain storm drainage on-site to maintain existing peak flow rates to the creek channel, and to provide continued percolation of storm water to the groundwater basin. The design of the storm drainage control measures shall include methods for limiting access to detention basins for safety reasons.
3. The city design criteria in place at that time.
4. Improvements to the existing culverts along Santa Ana Creek at Fallon Road, if improvements have not already been implemented by the City of Hollister/County of San Benito. Improvements are necessary to provide additional downstream storm drainage capacity and reduce the flooding potential within this area.

Note: Plans are being prepared by the County of San Benito for the replacement of the Fallon Road Bridge over Santa Ana Creek. This will be a two-lane structure designed to current hydrological standards (George Lewis, City of Hollister Engineering Department, memo to consultant, July 13, 1995).

5. Methods for controlling erosion during construction activities, as well as pre- and post-construction activities.

The detailed drainage and erosion control plan shall be subject to the review and approval of the city prior to the approval of a use permit for the golf course. Improvements shall be made during the initial development phase of the golf course, prior to operation of the golf course.

- C. Developers of commercial/industrial parcels shall prepare a detailed drainage and erosion control plan that illustrate the elimination of existing and future flood hazards within their parcels, as appropriate. The drainage and erosion control plan shall be prepared using city design criteria in place at the time, and will be subject to review and approval by the City Engineering Department prior to approval of final maps.

8.4 Parks and Recreation Service

8.4.6 Policies

1. Provide park and recreation facilities that meet the quality standards established in the city's parks and recreation master plan.
2. Provide adequate funding for construction, operation, and maintenance of park and recreation facilities.

8.4.7 Implementation Programs

- A. The city shall pursue a development agreement for future development shall to dedicate the park land identified in the area plan map to the city for public use. The park land dedication shall be credited toward any park impact fees required by the city from future development. The city will be responsible for the design, construction, operation, and maintenance of the public park consistent with the parks and recreation master plan. The park land dedication shall be reviewed and approved by the city prior to issuance of building permits.
- B. Future development shall design and construct both on-site and off-site bicycle and pedestrian trails consistent with the parks and recreation master plan. The design shall be subject to review and approval by the city prior to approval of tentative maps.

- C. The city shall pursue appropriate funding sources to assist in the design and construction of park and recreation facilities, as well as bicycle and pedestrian trails including, but not limited to park impact fees collected by the city.
- D. The city shall pursue appropriate funding sources to assist in the operation and maintenance of park and recreation facilities, as well as bicycle and pedestrian trails, including but not limited to a benefit assessment district or landscaping and lighting district. Future development shall be required to participate in any appropriate funding sources subject to review and approval by the city prior to the issuance of building permits.

8.5 Fire Protection Service

8.5.6 Policies

- 1. Future development should be designed in accordance with the fire protection master plan to minimize risks to life and property.
- 2. Future development shall not be required to participate in the citywide community facilities district as no residential uses are in this area.

8.5.7 Implementation Programs

- A. Future development shall provide a peakload water supply system to provide an adequate water flow for fire suppression, to ensure that there are adequate road widths and turning radii, and to ensure that there is adequate separation between buildings to meet the fire protection standards established in the fire protection master plan. This shall be subject to review and approval by the appropriate fire protection agency prior to approval of tentative maps.

8.6 Police Protection Service

8.6.6 Policies

- 1. Future development should ensure that crime prevention measures are incorporated in future development.
- 2. Future development shall not be required to participate in the citywide community facilities district as no residential uses are in this area.

8.6.7 Implementation Programs

- A. Future development shall incorporate crime prevention measures to the maximum extent feasible. This shall be subject to review and approval by the appropriate police protection agency prior to approval of tentative maps.

8.7 Schools Service

8.7.6 Policies

- 1. Accommodate and actively pursue the potential for locating a satellite post-secondary education facility within this area.

8.7.7 Implementation Programs

- A. Identify appropriate sites in this area for a potential satellite post-secondary educational facility. Appropriate sites must have adequate access and minimal land use incompatibilities with airport operations. The area plan includes a dual land use designation to accommodate a satellite post-secondary education facility adjacent to the San Benito County Community Action Agency Employment Training Office.
- B. Contact existing post-secondary education facilities with the capability to serve this area, such as Gavilan Community College and San Jose State University.

8.9 Utilities

8.9.6 Policies

- 1. Future development shall provide adequate locations, joint trenches, and easements for joint trenches for utility service to individual service points in accordance with the policies and specifications of utility companies.
- 2. Future development should make integrated services digital network (ISDN) application connections available to future development through the telephone system.

8.9.7 Implementation Programs

- A. The project proponents shall be responsible for designing, financing, and constructing the necessary utility extensions to provide utility service to individual service points. All necessary utility extensions shall be provided

underground. This shall be subject to review and approval by the city prior to the issuance of building permits.

- B. The project proponents shall make integrated services digital network (ISDN) available to future development as a part of design and construction of the utility service extensions. This network may be financed by a telephone utility company.

Appendix B

Property Ownership Information

Appendix B

Northeast Hollister Area Plan

Property Ownership and Acreage

Property Number	Property Owner	Property Acreage	Existing Use
051-110-001	Hyun	1.03	Residential/ Commercial
051-110-002	Marshall Family Trust	1.89	Industrial
051-110-005	Marshall Family Trust	4.39	Industrial
051-110-006	Marshall Family Trust	1.06	Industrial
051-110-007	Marshall Family Trust	.77	Industrial
051-110-011	Verissimo	10.90	Agricultural
051-110-012	Raymond Production Systems Corp.	8.64	Industrial
051-110-013	Raymond Production Systems Corp.	1.90	Industrial
051-110-014	Raymond Production Systems Corp.	2.26	Commercial
051-110-015	Raymond Production Systems Corp.	1.15	Commercial
051-110-016	Raymond Production Systems Corp.	.42	Industrial
051-110-017	Raymond Production Systems Corp.	.93	Commercial
019-040-010	Marshall Family Trust	.02	Well Lot
019-040-016	Perez	1.03	Commercial
019-040-017	San Felipe Factory Site Trust	.52	Industrial
019-040-019	Carrier Tool Inc.	1.55	Industrial
019-040-020	Dassell	.72	Industrial
019-040-021	Gaetani	.57	Industrial
019-030-003*	Hawkins	25.28	Agricultural
019-030-004	Filice Revocable Trust	22.91	Agricultural
019-030-015	Lomanto	9.00	Commercial
019-030-016	Gimelli	13.58	Commercial
019-030-018	HIC Associates	5.00	Commercial
019-030-019	HIC Associates	3.46	Commercial
019-030-020	HIC Associates	1.55	Commercial

Property Number	Property Owner	Property Acreage	Existing Use
019-030-021	HIC Associates	3.50	Commercial
019-030-022	HIC Associates	1.57	Commercial
019-030-023	HIC Associates	4.66	Commercial
019-030-024	HIC Associates	4.52	Commercial
051-130-001	Didday	13.35	Agricultural
051-130-002	Schuyler	10.37	Agricultural
051-130-003	Didday	10.37	Agricultural
019-050-003	Pat-Veg Inc.	87.00	Agricultural
019-050-005	Filice Revocable Trust	86.48	Agricultural
019-050-006	Unknown	1.00	Unknown
019-050-007	Filice Revocable Trust	10.00	Agricultural
019-050-008	Filice	10.00	Agricultural
019-050-009	Filice	61.92	Agricultural
019-050-010	Christopher	91.62	Agricultural
019-050-011*	Filice	1.76	Agricultural
019-060-001* ¹	Christopher	42.03	Agricultural
014-120-012	Filice Revocable Trust	115.00	Agricultural
014-120-018	Filice Revocable Trust	6.50	Agricultural
014-120-020	Filice Revocable Trust	12.82	Agricultural
014-130-004* ¹	Filice Revocable Trust	1.00	Agricultural
Total	Various	696.00	Various

* Property presently under land conservation contract.

¹ Property partially within the area plan study area.

Source: Chicago Title Insurance Company and EMC Planning Group Inc.

Appendix C

Resolution of Adoption



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